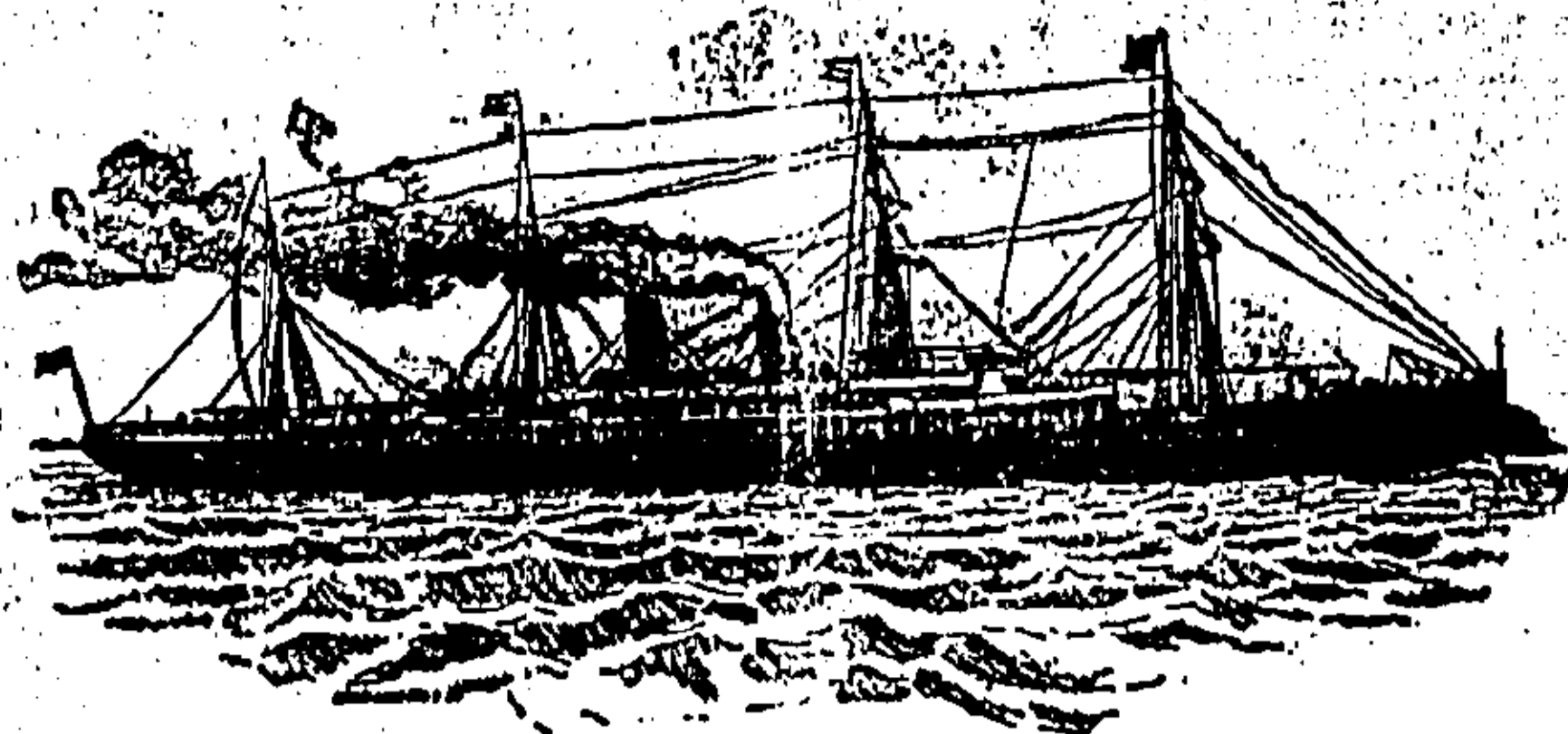




## Mails.

## U.S. MAIL LINES.



PACIFIC MAIL S.S. CO., OCCIDENTAL &amp; ORIENTAL S.S. CO., TOYO KISEN KAISHA.

TAKING PASSENGERS AND CARGO TO JAPAN, THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA AND EUROPE.

## PROPOSED SAILINGS FROM HONGKONG.

|                      |                   |                                     |
|----------------------|-------------------|-------------------------------------|
| "MONGOLIA" .....     | 13,639 Gross Tons | SATURDAY, 19th November, at Noon.   |
| "AMERICA MARU" ..... | 6,300 "           | MONDAY, 28th November, at Noon.     |
| "OHINA" .....        | 5,000 "           | SATURDAY, 3rd December, at Noon.    |
| "MANCHURIA" .....    | 8,750 "           | SATURDAY, 17th December, at Noon.   |
| "DORIC" .....        | 4,784 "           | SATURDAY, 24th December, at Noon.   |
| "KOREA" .....        | 11,276 "          | FRIDAY, 6th January, 1905, at Noon. |
| "GOPTIC" .....       | 4,352 "           | FRIDAY, 13th January, at Noon.      |
| "SIBERIA" .....      | 11,284 "          | TUESDAY, 24th January, at Noon.     |

Record Trip Yokohama to San Francisco made by s.s. "KOREA," 11,276 tons, Oct. 18th 28th, 1902; 10 days, 15 hours.

THE P. M. Steamship "MONGOLIA" will be despatched for SAN FRANCISCO, via SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA and HONOLULU, on SATURDAY, 19th November, at Noon, taking Freight for Japan, the United States, and Europe. Passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States or Canada.

Passengers holding through ORDERS TO EUROPE have the choice of the Overland Rail Routes from San Francisco, including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and Northern Pacific Railway; also the CANADIAN PACIFIC RAILWAY on payment of £4 in addition to the regular tariff rate.

Passengers holding Orders for OVERLAND CITIES in the United States have between SAN FRANCISCO and CHICAGO, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and other direct connecting Railways, and from Chicago to destination the choice of direct lines.

Special rates (first-class only) to European Ports, are granted to Missionaries, Members of the Naval, Military, Diplomatic and Consular Services, and European Civil Service Officials located in Asia, and to European Officials in the Service of the Governments of China and Japan.

TO UNITED STATES AND CANADIAN PORTS. Special rates (first class only) are confined and will apply only to Missionaries, Members of the Naval and Military Services, and to Consular and Diplomatic Officials of the Governments of China and Japan.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway, to Havana, Trinidad, and Demerara, via the ports in Mexico, Central and South America, by the Companies' and connecting, Steamers.

## FEATURES OF THIS LINE.

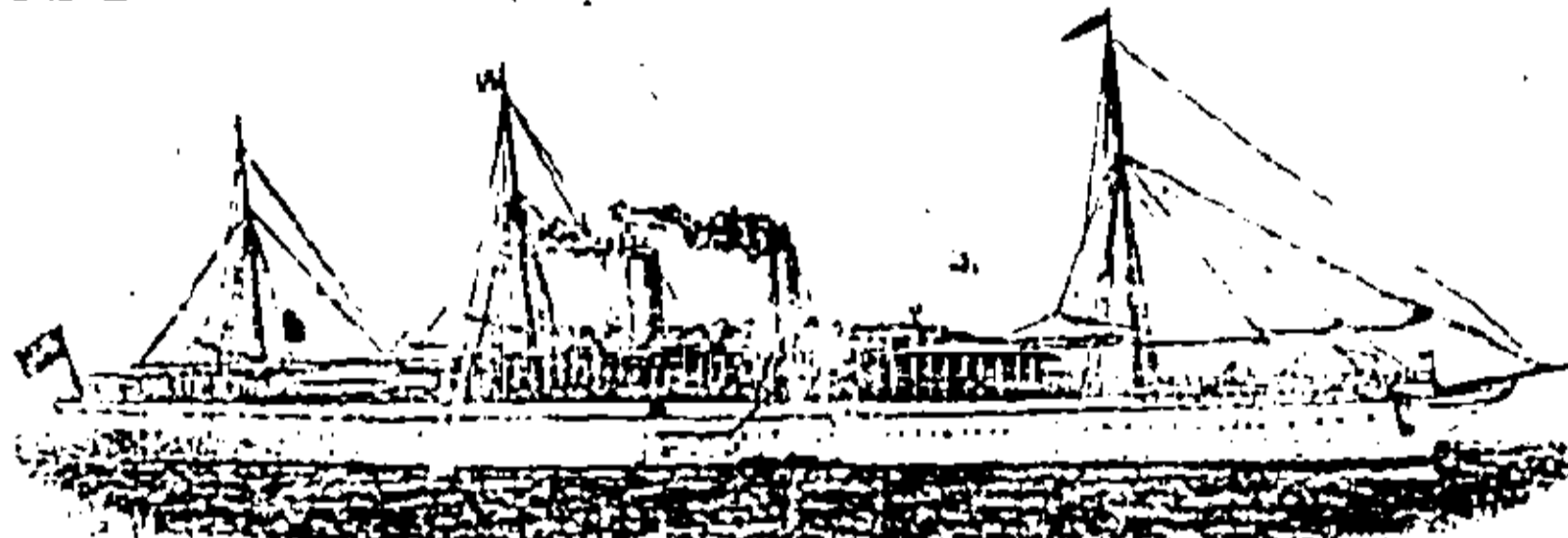
The largest and steadiest and fastest passenger ships on the Pacific. Southern Route; passengers enjoy out-doors throughout; deck bathing. The call at Honolulu, Oahu, the most fertile and beautiful island of the Pacific. The only line to San Francisco, the greatest port of the Pacific.

Sailings positively on schedule date. For further information as to Passage and Freight, apply to the Agency of the Companies, Queen's Building.

Hongkong, 12th November, 1904.

F. W. TILDEN, Agent.

## CANADIAN PACIFIC RAILWAY COY'S ROYAL MAIL STEAMSHIP LINE.



THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, VIA CANADA AND THE UNITED STATES.

(CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA &amp; VICTORIA, B.C.)

SAFETY. SPEED. PUNCTUALITY.

SAVING 3 TO 7 DAYS ACROSS THE PACIFIC.

"EMPERESS" Twin Screw Steamships—6,000 Tons—10,000 Horse Power—Speed 12 Knots.

PROPOSED SAILINGS FROM HONGKONG.—(SUBJECT TO ALTERATION).

R.M.S. "EMPERESS OF INDIA" .. 6,000 Tons .. WEDNESDAY, 16th November.

"EMPERESS OF JAPAN" .. 6,000 " .. WEDNESDAY, 14th December.

"ATHENIAN" .. 2,440 " .. WEDNESDAY, 18th December.

"EMPERESS OF CHINA" .. 6,000 " .. WEDNESDAY, 18th January, 1905.

"TARTAR" .. 4,475 " .. WEDNESDAY, 24th January.

"EMPERESS OF INDIA" .. 6,000 " .. WEDNESDAY, 8th February.

Hongkong to London, 1st Class, via St. Lawrence £60. Via New York £65.

Hongkong to London, Intermediate on Steamers, and 1st Class Rail .. £40. £42.

THE magnificent Twin-screw "EMPERESS" Steamships pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA TO VANCOUVER (B.C.) in 10 DAYS, and make connection with the PALATIAL OVERLAND TRAINS FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE.

Passengers booked through to all principal points and AROUND THE WORLD.

SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of Chinese and Japanese Governments.

For further information, Maps, Guides, Hand Books, Rates of Freight and Passage, apply to

Hongkong, 2nd November, 1904.

D. W. CRADDOCK, Acting General Agent, 9, Pedder's Street.

## HAMBURG-AMERIKA LINE.

OBERSTADTISCHER FRACHTDAMPFER DIENST.

(Taking Cargo at through Rates to ANTWERP, AMSTERDAM, ROTTERDAM, COPENHAGEN, LISBON, Oporto, LONDON, LIVERPOOL, GLASGOW, TRIESTE, GENOA, PORTS IN THE LEVANT; BLACK SEA and BALTIC PORTS; NORTH and SOUTH AMERICAN PORTS).

## PROPOSED SAILINGS FROM HONGKONG.

SUBJECT TO ALTERATION.

| STEAMERS.             | DESTINATIONS.                          | SAILING DATES. |                         |
|-----------------------|--|----------------|-------------------------|
| SLAVONIA .....        | HAVRE, BREMEN and HAMBURG.             | 15th Nov.      | Freight and Passengers. |
| (STRASSBURG) .....    | (Calling at S'PORE, PENANG & COLOMBO). |                |                         |
| SEGOVIA .....         | HAVRE and HAMBURG.                     | 29th Nov.      | Freight.                |
| Schoenfeldt .....     | (Calling at S'PORE, PENANG & COLOMBO). |                |                         |
| SENEGAMBIA .....      | HAVRE and HAMBURG.                     | 13th Dec.      | Freight.                |
| (NURNBERG) .....      | (Calling at S'PORE, PENANG & COLOMBO). |                |                         |
| ARMENIA .....         | HAVRE and HAMBURG.                     | 27th Dec.      | Freight.                |
| Fort .....            | (Calling at S'PORE, PENANG & COLOMBO). |                |                         |
| C. FERD. LARISZ ..... | HAVRE and HAMBURG.                     | 11th January.  | Freight.                |
| v. Hof .....          | (Calling at S'PORE, PENANG & COLOMBO). |                |                         |

For further Particulars, apply to

HAMBURG-AMERIKA LINE,

HONGKONG OFFICE,

No. 4 Queen's Buildings.

Hongkong, 12th November, 1904.

## TSIN TING.

## LATEST METHODS OF DENTISTRY.

STUDIO AT NO. 14, D'AGUIAR STREET.

REASONABLE FEES.

Consultation Free.

Hongkong, 10th July, 1904.

## THE AMERICAN SYSTEM

## DENTISTRY.

M. H. CHAUN, D.D.S.,

37, DES VOUX ROAD CENTRAL, HONGKONG.

From the University of Pennsylvania, U.S.A.

Hongkong, 4th June, 1904.

## Shipping—Steamers.

## HONGKONG, CANTON, MACAO AND WEST RIVER STEAMERS.

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO. LTD. AND THE CHINA NAVIGATION COMPANY, LTD.

## HONGKONG-CANTON LINE.

|                    |            |                        |
|--------------------|------------|------------------------|
| S.S. "HONAM" ..... | 2,363 tons | Captain R. D. Thomas.  |
| "POWAN" .....      | 2,363 "    | G. F. Morrison, R.N.R. |
| "FATSHAN" .....    | 2,363 "    | W. A. Valentine.       |
| "HANKOW" .....     | 3,073 "    | B. Branch.             |
| "KINSHAN" .....    | 1,993 "    | J. J. Lossius.         |

Departures from HONGKONG to CANTON daily at 8.30 A.M. (Sunday excepted), 9 P.M. and 10.30 P.M. (Saturday excepted).

Departures from CANTON to HONGKONG daily at 8.30 A.M., 3 P.M. and 6 P.M. (Sunday excepted).

These Steamers, carrying His Majesty's Mails, are the largest and fastest on the River; Special attention is drawn to their Superior Saloon and Cabin accommodation.

SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO. LTD. HONGKONG-MACAO LINE.

S.S. "HEUNGSHAN" .. 1,998 tons .. Captain H. D. Jones.

Departures from Hongkong to Macao on week days at 2.30 P.M.

Departures on Sundays at 12.30 P.M.

Departures from Macao to Hongkong daily at 8.30 A.M.

## CANTON-MACAO LINE.

S.S. "LUNGSHAN" .. 219 tons .. Captain T. Hamlin.

This steamer leaves Canton for Macao every Tuesday, Thursday and Saturday at 8.30 A.M.; and leaves Macao for Canton every Monday, Wednesday and Friday at 8 A.M.

JOINT SERVICE OF THE H.K. C. AND MACAO STEAMBOAT CO. LTD., THE CHINA NAVIGATION COMPANY, LTD., AND THE INDU-CHINA STEAM NAVIGATION COMPANY, LTD.

## CANTON-WUCHOW LINE.

S.S. "SAINAM" .. 588 tons .. Captain J. Willox.

"NANNING" .. 569 " .. C. Dutchart.

One of the above Steamers leaves Canton for Wuchow every Monday, Wednesday and Friday at 8.30 A.M., and the other leaves Wuchow for Canton on the same days at 8.30 A.M.

Round trips take about 5 days. These vessels have Superior Cabin Accommodation and are lighted throughout by electricity.

Further particulars may be obtained at the Office of the—

HONGKONG, CANTON &amp; MACAO STEAMBOAT CO., LD.,

18, Bank Buildings, Queen's Road Central, opposite the Hongkong Hotel

Or of BUTTERFIELD &amp; SWIRE,

Agents, CHINA NAVIGATION CO., LTD.

Hongkong, 29th October, 1904.

## Intimations.



IF YOU HAVE A HEADACHE, DON'T TAKE DRUGS UNTIL YOU HAVE HAD YOUR EYES TESTED, FREE OF CHARGE, AT THE OFFICE OF

N. LAZARUS,

10, D'AGUIAR STREET, HONGKONG.

DEFECTIVE Vision and Eyestrain cause many Nerve Troubles, needing only proper Glasses to Correct and Cure.

Prescription lenses ground on the premises. All work guaranteed.

Sun Glasses are useful and give the effect of coolness.

Prices from \$2.00. A. S. TUXFORD, Manager.

Hongkong, 1st October, 1904.

## F. BLACKHEAD &amp; CO., HONGKONG HIGH-LEVEL TRAMWAYS COMPANY, LIMITED.

SHIP-CHANDLERS, SAILMAKERS, COAL AND PROVISION MERCHANTS, NAVAL CONTRACTOR AND GENERAL COMMISSION AGENTS.

16, DES VOUX ROAD CENTRAL, HONGKONG.

SOAP AND SODA MANUFACTURERS.

SOLE AGENTS FOR

HARTMANN'S RAHTEN'S GENUINE COMPOSITION RED HAND BRAND, HARTMANN'S GREY PAINT, DAIMLER'S PATENT MOTOR LAUNCHES.

&amp;c., &amp;c., &amp;c.

Sole Agents for

FERGUSON'S SPECIAL CREAM and

P. &amp; O. SPECIAL LIQUOR SCOTCH WHISKY, &amp;c.

EVERY KIND OF SHIP'S STORES AND REQUISITES ALWAYS IN STOCK

AT

REASONABLE PRICES

Hongkong, 15th December, 1903.

[804]

## LEVY HERMANOS.

DIAMOND MERCHANTS, JEWELLERS AND WATCHMAKERS.

EASTMAN'S KODAKS AND FILMS.

Sole Agents for "OMEGA" WATCHES.

"OMEGA" is the best, "THREE YEARS" guarantee given to every purchaser.

40, QUEEN'S ROAD, Water's Building.

[501]

## THE HONGKONG STUDIO.

HIGHER CLASS PHOTOGRAPHER, 41 &amp; 43, QUEEN'S ROAD CENTRAL, TOP FLOOR.

PORTRAITS, GROUPS and ENLARGING AND COPYING in all Sizes.

LARGE SELECTION OF VIEWS ALWAYS ON HAND.

PRICE VERY MODERATE.

Hongkong, 15th September, 1903.

[1]

## MEE CHEUNG PHOTOGRAPHER.

TOP FLOOR OF ICE HOUSE, 14, Hous Road.

[501]

## JUST LANDED.

A FRESH CONSIGNMENT OF

CEYLON TEA, celebrated for its rich mellow flavour.

Guarantee this Tea to be absolutely pure and the best that can be bought at the price—8s. 6d. a pound.

H. RUTTONJEE, No. 5, D'AGUIAR STREET, or

37 and 38, Elgin Road, Kowloon, Hongkong, 8th November, 1904.

[501]

## Intimations.

## THE YOKOHAMA DOCK CO., LTD.

| No. 1 DOCK.  | No. 2 DOCK.  |
|--|--|
| Length inside, 514 ft. Width of entrance, top 95 ft., bottom 75 ft. Water on blocks, 27.5 ft. Time to pump out, 4 hours. | Length inside, 375 ft. Width of entrance, top 80.5 ft., bottom 45.8 ft. Water on blocks, 26.5 ft. Time to pump out, 2 hours. |

THESE DOCKS are conveniently situated in Yokohama harbour and the attention of Captains and Engineers is respectfully called to the advantages offered for Docking and repairing Vessels and Machinery of every description.

The plant and tools are of recent patterns for dealing quickly and cheaply with work, and a large stock of material is always at hand, (plates and angles all being tested by Lloyd's surveyors).

Two powerful Twin Screw Towboats are available for taking Vessels in or out of Dock, and for taking Sailing Vessels in or out of the bay. The floating derrick is capable of lifting 35 tons.

Steam Launches of Steel or Wood, Lighters, Steel Buildings and Roofs, Bridge Work, and all kinds of Machinery are made on the premises.

Tenders will be made up when required and the workmanship and material will be guaranteed.

The cost of Docking, and repair work, will be found to compare favourably with that of any port in the world.

Telephone: Works, No. 508; General, No. 378. Telegrams, "Dock, Yokohama," Codes A. I. and A. B. O. (4th). Yokohama, May 11th, 1903.

[595]

## HOTEL DES INDES.

Nos. 1 &amp; 3, STAMFORD ROAD, SINGAPORE.

THIS First Class newly opened Hotel has excellent accommodation for FAMILIES, TRAVELLERS and permanent BOARDERS.

CHARGES FROM 4-6 DOLLARS PER DAY.

It is situated in the immediate vicinity of the commercial houses and Esplanade. Spacious Refreshment, Dinner, and Billiard Saloons.

E. C. VAN MARLE, Proprietor.

H. T. SARRE, Manager.

Singapore, 4th October, 1904.

[1108]

## GREEN ISLAND CEMENT COMPANY, LIMITED.

PORTLAND CEMENT

In Casks of 375 lbs. net \$5.00 per Cask ex Factory.

In Bags of 250 lbs. net \$3.20 per Bag ex Factory.

SHEWAN, TOMES &amp; Co., General Managers.

Hongkong, 2nd October, 1904.

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## Hotels.

## HOTEL CRAIGIEBURN,

PLUNKET'S GAP, the PEAK, near the TRAM TERMINUS, Tel. 56.

For Terms, &amp;c., apply to the

MANAGER.

Hongkong, 2nd July, 1900.

[3]

## THE CONNAUGHT HOTEL,

QUEEN'S ROAD CENTRAL.

A FIRST CLASS HOTEL SITUATED NEAR THE BANKS AND PRINCIPAL OFFICES. EXCELLENT CUISINE AND WINES.

Large and lofty Rooms Elegantly Furnished. Hydraulic Elevator.

Hot and Cold Water throughout. Special Rates for Tourists.

Launch Service for Guests.

For Terms, apply to

THE MANAGER.

Hongkong, 11th November, 1904.

[19]

## KING EDWARD HOTEL.

A HIGH CLASS PRIVATE HOTEL.

LADIES' AFTERNOON TEA ROOMS.

PRIVATE BAR AND BILLIARD ROOMS.

Hot and Cold Water throughout, Electrically Lighted.

Electric Fans (if required).

Electric Passenger Elevator to 4th Floor.

Table D'Hotel at Separate Table.

For Terms, &amp;c., apply to the

MANAGER.

Eldon Road, Kowloon, Hongkong, 15th October, 1904.

[637]

## GO TO THE KOWLOON HOTEL.

KOWLOON.

J. W. OSBORNE, Proprietor and Manager.

[13]

## THE RAMSGATE OF HONGKONG.

METROPOLE HOTEL.

THREE miles out on the Shan-ki-van Road.

Trams pass the doors every few minutes.

The only House on the Road.

The popular resort of the Colony, occupying a charming seaside situation and commanding the most extensive view of the Harbour and Kowloon Peninsula.

Excellent accommodation for a few Boarders.

Good Sea Bathing.

Refreshments served of the first quality only.

Private Tiffin and Dinners, prepared in first-class style on the shortest notice.

Dinner Parties and Picnics catered for.

JAS. CHRISTIE, Proprietor and Manager.

Hongkong, 15th August, 1904.

[151]

**Intimations.**

**Wm. Powell, Ltd.**

Hours—8.30 A.M. to 6 P.M.

**WINTER SEASON.**

**NEW GOODS**

ARRIVE

EVERY WEEK.

**LADIES' DEPT.**

ALEXANDRA BUILDINGS.

Smart Boots and Shoes.

The New Clifton Velvet.

Winter Jackets and Golf Capes.

Season's Furs, Fichus and Fastenators.

Costumes Coats and Shirts.

Lace Robes.

Trimmed Hats and Bonnets.

Underclothing and Corsets.

Gloves.

Hosiery.

Fans.

**CHILDREN'S DEPT.**

Wool Hats.

Jersey Caps.

Hoods.

Gaiters.

Gloves.

Dresses.

Coats.

Hosiery.

Shoes.

&c., &c., &c.

**FURNISHING DEPT.**

FIRST FLOOR.

New Tapestry Curtains.

Table Damasks.

Bedspreeds.

Down Quilts.

Art Muslins.

Embroidered Sheets.

Carpets.

Rugs.

&c., &c., &c.

**DRESSMAKING**

English, French and American

Styles.

**GENTS' DEPT.**

28, QUEEN'S ROAD.

Hours—8.30 A.M. to 6 P.M.

Gents' Boots.

Winter Underwear.

Knitted Vests.

Trunks.

Bags.

Fitted Dressing Cases.

Exclusive designs in Ties.

Felt Hats.

Gloves.

&c., &c., &c.

**Wm. POWELL, Ltd.**

HONGKONG.

Hongkong, 14th October, 1904.

**Intimations.**

VICTORIA RECREATION CLUB.

AN EXTRAORDINARY GENERAL MEETING OF MEMBERS will be held at the CITY HALL, on WEDNESDAY, the 16th day of November, at 5.45 P.M., for the purpose of approving the Plans and Estimates for the construction of the proposed Club House on the New Site, Murray Pier Extension, etc., etc.

HAROLD C. AUSTEN,  
Hon. Secretary.

Kowloon, 10th November, 1904. [122]

**THE HONGKONG STEAM WATERBOAT COMPANY, LIMITED.**

**NOTICE TO SHAREHOLDERS.**

THE FOURTH ORDINARY YEARLY MEETING OF SHAREHOLDERS in the above Company will be held at the Company's Office, No. 37, Connaught Road, on FRIDAY, the 25th day of November, at Noon, for the purpose of (1) presenting the Report and Statement of Accounts to 30th September, 1904. The TRANSFER BOOKS of the Company will be CLOSED from the 20th to the 25th November, both days inclusive.

J. W. KEW,  
Manager.

Hongkong, 11th November, 1904. [123]

**GOVERNMENT NOTIFICATION.**

INFORMATION has been received from the Naval Authorities that TORPEDO RUNNING will be carried out from the range at Lai Chi Kok for upwards of a month, commencing on the 7th instant.

By Command,  
F. H. MAY,  
Colonial Secretary.

Colonial Secretary's Office,  
Hongkong, 7th November, 1904. [128]

**HONGKONG JOCKEY CLUB.**

**NOTICE.**

THE RACE COURSE WILL BE OPEN from TO-DAY (TUESDAY), the 11th November, 1904.

Members requiring STAND or STABLE ACCOMMODATION during the Forthcoming Training and Racing Season will oblige by applying to the Undersigned before MONDAY, the 14th instant.

By Order,  
T. F. HOUGH,  
Clerk of the Course.

Hongkong, 1st November, 1904. [119]

**TO ALL TO WHOM IT MAY CONCERN.**

**PROPOSED NEW FERRY SERVICE TO KOWLOON.**

I BEG to inform the intended Subscribers to this scheme that, owing to the Colonial Government having imposed upon the Promoters some additional stipulations which would in the opinion of the promoters prevent the scheme from becoming a financial success, and my co-promoters have with much regret decided to abandon the project for the present.

For the Promoters,  
AHMET RUMJAHN.

Hongkong, 4th November, 1904. [119]

**ROBINSON PIANO COMPANY, LIMITED.**

**NEW IRON - FRAMED - PIANOS**

**\$425.**

GUARANTEED FOR CLIMATE.

**MASTER PIANO PLAYER**

**\$385 & \$500**

**PIANO AND PLAYER \$800.**

**PERSONALLY SELECTED PIANOS**

BY

**BECHSTEIN, KAPS, HOPKINSON, KRAUSS, HAAKE, RACHAL'S CABIN PIANOS.**

**HIRE OR CREDIT.**

**TALKING MACHINES.**

AN ACTUAL REPRODUCTION OF THE HUMAN VOICE.

Hongkong, 14th October, 1904. [129]

**COMMERCIAL.**

**WEEKLY SHARE REPORT.**

Messrs. Benjamin, Kelly and Fots write in their report of the 11th inst. as follows:—

Owing to the King's birthday and the visit of the Lupton Cricket Team, the market generally has remained inactive, and the business that has taken place has been on a limited scale.

The Hongkong Steam Waterboat Company, Limited, has advertised its fourth ordinary annual meeting of shareholders for the 25th November. The transfer books will be closed from the 20th instant, both days inclusive.

Banks.—Hongkong and Shanghai Banks are firmer and after sales at \$695 and \$700 are required for at the higher rate. The London quotation is unchanged at \$69. National's remain at \$39.

Marine Insurances.—Unions have further advanced and have changed hands at \$640. Cantons have been placed at \$350, and China Traders continue firm at \$61. North China have jumped to Tls. 92 and are wanted. Yangtzes can be placed at \$150.

Fire Insurances.—Hongkong Fires have buyers at \$335. China Fires are still wanted at \$60.

Shipping.—Hongkong, Canton and Macao Steamboats remain in request at \$294. Indo-Chinas are weaker and can be obtained at \$128. China and Manila have improved to \$24, but are quiet at the rate. Shell Transports have been sold at 24 1/2, 25 1/2 and 24 1/2. Shanghai Tugs (ordinary) have been dealt in at Tls. 50 and the preference shares are wanted at Tls. 49.

Refineries.—China Sugars have suffered a decline and are obtainable at \$230. We have heard of no business in the other stocks.

Mining.—Chinese Engineering have inquiries at the advanced rate of Tls. 68. Raubs are in request at \$5. A private telegram from Singapore reports a crushing of 3,100 tons of stone, yielding 530 ounces smelted gold.

Docks, Wharfs and Godowns.—Hongkong and Whampoa Docks have been parted with, and close with further sellers at \$220. Farm-houses have risen to Tls. 182 and are in demand at the price. Kowloon Wharfs remain steady at \$115. Hongkew Wharfs have reacted to Tls. 137 and \$135 for the old and new shares respectively, but are inquired for at these figures.

Lands, Hotels and Buildings.—Hongkong Lands have again been negotiated and have further sellers at \$148. Shanghai Lands have changed hands at Tls. 120. Hongkong Hotels have been placed at \$137, and more shares are wanted. Humphreys' Estate have again been sold at \$124.

Cotton Mills.—Ewos are asked for at Tls. 24, and Hongkong Cottons have improved to \$11.

Cigar Companies.—Sumatras are wanted at Tls. 66.

Miscellaneous.—Green Island Cements have been fixed at \$32. A. S. Watsons have been done at \$124 (old) and \$124 (new). Electrics have been the medium of business at \$15 for the old and \$9 for the new issue. China Providents have found buyers at \$4. Langkats have considerably appreciated in value and have been booked at Tls. 320.

**THE MORALISING BANANA.**

AN ALLY OF TEMPERANCE.

There is no question that as the world gets older, it gets wiser. That particular portion of the world in which it is our pride and happiness to live, whatever the croakers say, daily becoming saner, healthier, cleaner, more intelligent. It is always a difficult thing to persuade ardent reformers and moral cranks of every description to let the slow laws of development take their course, for their eager ambitions unless something is done to force men into paths of rectitude and morality, it appears that we are neglecting opportunities and sunk in reactionary torpor. But men will not be forced into anything. When the time is ripe, they will drift into whatever may be the goal, suggested by prevalent tendencies and evolutionary movements. Premature force, however, is always expended in vain. The real process of moralisation advances by different methods. Partly, it is better education; partly, it is a greater love of cleanliness. Or, again, it is an improved diet. For instance, there is going on before our eyes, certainly throughout London, and to a large extent in the provinces, a vast change in dietary habits on the part of the democracy. Those who can remember our Metropolitan thirty or forty years ago will tell us that poor people very rarely ate fruit. But what is the case now? The barrows of the costermongers are full of apples, pears, the cheaper kinds of grapes, and, above all, bananas. The victory of the banana is one of the most remarkable of metropolitan phenomena. In three and a half years half a million more bunches were exported from the Canaries, and two and a half from Jamaica and Costa Rica. In 1900 the importation was two million bunches; now it is five million. Every summer the total leaps up, and although the price has fallen considerably, it must inevitably go still lower in view of the extending competition. And what is the result of this amazing popularity of the banana? In the first place, men discover that a fruit of this kind quenches their thirst better than fermented liquors; in the next place, the cheaper grades of sweets—those terrible and deleterious concoctions which do so much harm to the digestion of women and children—are driven out of the market. Thus, by a sort of automatic process—which we cannot control or expedite by any formal legislative action—the London proletariat becomes healthier and more sober. We may call it a change of fashion in foods, yet when the change involves so important a discovery as the dietic value of fruit, it will not suffer the fate of mere fashions and disappear. Men and women not only like, but feel themselves the better for, their new diet, and therefore there is less temptation to drink gin or eat sweets. That is the way in which evolution works. A State grows into a kingdom, and a kingdom develops into an empire. Then oceanic commerce brings in the produce of every land. And so the victorious banana becomes actually an ethical force in the slow reform of the world.—Daily Telegraph.

**TO-DAY'S EXCHANGE.**

**Selling.**

London—Bank T.T. .... 1/10 5/16  
Do. demand ..... 104  
Do. 4 months' sight ..... 1/10 9/16  
France—Bank T.T. .... 233 1/2  
America—Bank T.T. .... 130 1/2  
Germany—Bank T.T. .... 180 1/2  
India T.T. .... 138 1/2  
Do. demand ..... 138 1/2  
Shanghai—Bank T.T. .... 7 1/4  
Japan—Bank T.T. .... 9 1/4  
Singapore—Bank T.T. .... Nominal  
Java—Bank T.T. .... 11 1/4

**Buying.**

3 months' sight L/C. .... 1/10 11/16  
6 months' sight L/C. .... 1/10 13/16  
30 days' sight San Francisco & New York 45 1/2  
4 months' sight ..... 46 1/2  
30 days' sight Sydney and Melbourne 1/10 13/16  
4 months' sight France ..... 237 1/2  
6 months' sight ..... 239  
4 months' sight Germany ..... 130 1/2  
Bar Silver ..... 16 13/16  
Bank of England rate ..... 3 1/2

**OPIMUM QUOTATIONS.**

To-day's quotations are as follows:—

Per chest

Malwa New ..... @ 1,100/1,140  
" Old ..... @ 1,100/1,240  
" Older ..... @ 1,200/1,300  
" Oldest ..... @ 1,300/1,380  
Patna New ..... @ 1,190  
Benares New ..... @ 1,140  
Persian (Paper) ..... @ 890/940

**A FEMALE SPY.**

**RUSSIA'S WOMAN WARRIOR.**

In a graphic letter from Liao-ying, Franz von Jassen writes:—

"There by the window is a peculiar little man—smooth, plump, beardless, and curly-headed. If he did not carry a revolver and a sword in his belt, and if he did not wear high boots and an officer's blouse and cap, upon my honour I should take him for a woman. My neighbour smiles at this remark, and offers to introduce me. 'Alexander Ivanovitch, will you allow me?' The name is sufficiently masculine, and so is the dress; but I will be hanged if Alexander Ivanovitch, in spite of his revolver, his sword, his bright new St. George's cross, and his medals, is not a woman! Well, in the course of our conversation, after the first formalities, she admits the correctness of my surmise. It is, indeed, too obvious for concealment. Alexander Ivanovitch should be Alexander Ivanovna. She is a student from one of the Siberian High Schools. She has for a couple of terms studied Eastern languages at the University of Tomsk, and she speaks Chinese and Japanese fluently. She has already, during the Boxer rising, followed the Russian troops disguised as a man. She admits that her love of adventure is so strong that she

cannot control it; and when the present war broke out she again offered her services as a scout. The high military authorities did not receive her very graciously, although she wore her medal for services rendered during the Boxer war, and although she was able to prove that she had a complete knowledge of the languages both of the Manchurian and of the enemy. It was only after having given the General information about the Russian and the Japanese positions, information which could have been obtained only on the spot, and which was known but to a few at headquarters, that her services were accepted. She received a certificate of identity, which, in accordance with her wishes, was made out in the name of a man (the name I have used here is fictitious), and a couple of horsemen were given her for an escort. Since then she has been all over the country lying between the opposing armies and she has rendered such great service, and has displayed such skill and daring, that General Kuropatkin has decorated her with the Cross of St. George. Alexander Ivanovitch is quite willing to tell her history, but she is very reserved about the war, and about all she has seen during her daring rides. The only positive information I got out of her is this, that the Chinese as well as the Koreans are very wrath with the Japanese because they pay very badly or not at all for the stores which they requisition from the natives. Their only means of payment, she assured me, is paper money, and she showed me some bits of blue paper with Japanese writing, which she translated as meaning 'To be redeemed in the Bank of Tokio with gold (or silver) after the payment of the Russian war indemnity.' Can this be possible?"

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in the name of BURT BOULTON and HAYWOOD, LIMITED, who claim to be the proprietors thereof.

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A facsimile of the Trade Mark can be seen at the Colonial Secretary of Hongkong.

Dated the 12th day of October, 1904.

DENNYS & BOWLEY,  
Solicitors for the Applicants.

**ST. ANDREW'S BALL.**

SCOTSMEN desirous of SUBSCRIBING to the forthcoming ST. ANDREW'S BALL, on 30th November, are requested to forward to the Undersigned their NAMES and ADDRESSES, and to state whether Married or Single.

DAVID WOOD,  
Hon. Secretary,  
St. Andrew's Ball Committee.  
Hongkong, 26th October, 1904. [116]

**A BROKEN-DOWN SYSTEM.**

This is a condition (or disease) to which doctors give many names, but which few of them really understand. It is simply weakness—a break-down, as it were, of the vital forces that sustain the system. No matter what may be its cause, or by the time it is fully developed, its symptoms are much the same; the more prominent being sleeplessness, sense of prostration or weariness, depression of spirits and want of energy for all the ordinary affairs of life. Now, what alone is absolutely essential to all such cases is rest and vitality—rest and vitality.

**VITAL STRENGTH & ENERGY**

It is through these morbid feelings, and experience proves that as night succeeds the day this may be more easily secured by a course of the celebrated "Lifting Up" system.

**THERAPION No. 3**

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**Auction.**

**GOVERNMENT NOTIFICATION.**

PARTICULARS AND CONDITIONS of the letting by Public Auction Sale, to be held on MONDAY, the 14th day of November, 1904, at 3 P.M., at the Offices of the Public Works Department, by Order of His Excellency the Governor, of One Lot of CROWN LAND near Hok Tin in the Colony of Hongkong, for a term of 75 years, commencing from the 1st day of July, 1900, with the option of renewal at a CROWN RENT to be fixed by the Surveyor of His Majesty the King, for one further term of 75 years.

**PARTICULARS OF THE LOT.**

| LOCALITY. | Boundary Measurements. | Contents in Square Feet. | Annual Rent. | Upset Price. |
|-----------|------------------------|--------------------------|--------------|--------------|
| Lot 1.    | 100 ft. by 100 ft.     | 10,000                   | \$100        | \$1,000      |
| Lot 2.    | 100 ft. by 100 ft.     | 10,000                   | \$100        | \$1,000      |
| Lot 3.    | 100 ft. by 100 ft.     | 10,000                   | \$100        | \$1,000      |
| Lot 4.    | 100 ft. by 100 ft.     | 10,000                   | \$100        | \$1,000      |
| Lot 5.    | 100 ft. by 100 ft.     | 10,000                   | \$100        | \$1,000      |
| Lot 6.    | 100 ft. by 100 ft.     | 10,000                   | \$100        | \$1,000      |
| Lot 7.    | 100 ft. by 100 ft.     | 10,000                   | \$100        | \$1,000      |
| Lot 8.    | 100 ft. by 100 ft.     | 10,000                   | \$100        | \$1,000      |
| Lot 9.    | 100 ft. by 100 ft.     | 10,000                   | \$100        | \$1,000      |
| Lot 10.   | 100 ft. by 100 ft.     | 10,000                   | \$100        | \$1,000      |

Hongkong, 5th November, 1904. [120]

**Intimations.**

**THE BRIGHT SIDE**

of life. It is a feeling common to the majority of us that we do not get quite the amount of happiness we are entitled to. Among the countless things which tend to make us more or less miserable ill health takes first place. Hannah More said that sin was generally to be attributed to biliousness. No doubt a crippled liver with the resulting impure blood, is the cause of more mental gloom than any other single thing. And who can reckon up the fearful aggregate of pain, loss and fear arising from the many ailments and diseases which are familiar to mankind; like a vast cloud it hangs over a multitude no one can number. You can see these people everywhere. For them life can scarcely be said to have any "bright side" at all. Hence the eagerness with which they search for relief and cure. Remedies like

**WAMPOL'S PREPARATION**

have not attained their high position in the confidence of the people by bald assertions and boasting advertisements. They are obliged to win it by doing actually what is claimed for them. That this remedy deserves its reputation is conceded. It is palatable as honey and contains the nutritive and curative properties of Pure Cod Liver Oil, combined with the Compound Syrup of Hypophosphites and the Extracts of Malt and Wild Cherry. Nothing has such a record of success in Scrofula, Anemia, Throat and Lung Troubles, and emaciating complaints and disorders, that tend to undermine the foundations of strength and vigour. Its use helps to show life's brighter side. Dr. H. L. Reddy, B. A., M. D., L. R. C. S., Edinburgh, L. R. C. P., London, Physician Woman's Hospital—Professor University of Bishops College, Canada, says: "I have much pleasure in stating that I have used it in cases of debility and have found it to be a very valuable remedy as well as pleasing to take." You can take it with the assurance of getting well. It never disappoints. Sold by all chemists.

781

**HONGKONG VOLUNTEER RESERVE ASSOCIATION.**

FOR the convenience of Gentlemen desirous of joining the Association, LISTS FOR SIGNATURE are deposited at the following places:—

HONGKONG HOTEL.  
KOWLOON HOTEL.  
HONGKONG CLUB.  
MESSRS. KELLY & WALSH, LD.  
MESSRS. WATSON & CO., KOWLOON.  
F. H. MAY,  
Colonial Secretary.

Hongkong, 25th October, 1904. [116]

**THE REGISTRATION OF TRADE MARKS ORDINANCES, 1898.**

**APPLICATION FOR REGISTRATION OF TRADE-MARK.**

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**A. FOOK & CO.**

**SHIP'S COMPRADORES, STEVEDORES, SHIP CHANDLERS, COAL MERCHANTS, GENERAL STOREKEEPERS**

Shipping supply with all kinds of Provisions Ballast and Water at the shortest notice and reasonable terms.

No. 9, POTTINGER STREET.  
Hongkong.

Hongkong, 1st November, 1904. [118]

**Entertainments.**

**HARMSTON'S CIRCUS**

AND

**ROYAL MENAGERIE**

OF

**PERFORMING WILD ANIMALS.**

Will Arrive Saturday, November 12th.

LOCATION: CAUSEWAY BAY, NEAR POLO GROUND.

**GRAND OPENING NIGHT, MONDAY, November 14th, at 9 P.M.**

**ABSOLUTELY THE BEST SHOW THAT HAS EVER VISITED HONGKONG.**

**OUR COMPANY OF STAR ARTISTS.**

THE ZOES, THE CANTONS, IONA GINNETT, RHODESIA, GEORGE GINNETT, J. H. WELBY COOKE, GILLEN, MIDDLE, GURA, THE BUGNYS, THE ELECTRIC TRIO—THE ALTON BROS. FLORIE, VIOLET AND MARGUERITE.

AND

20 OTHER ARTISTS 20

**OUR BEAUTIFUL STUD OF HORSES**

also TIGERS, ELEPHANTS, LEOPARDS, BEARS, MONKEYS, GOATS, &c.

**FIRST GRAND MATINEE, WEDNESDAY AFTERNOON, November 16th.**

Doors Open 3 o'clock. Commence 4 o'clock.

Children Half Price to Matinees only.

**PRICES OF ADMISSION:**

Full Box, 6 Chairs ..... \$15.00  
Single Seat, Box ..... 3.00  
Chairs ..... 2.00  
Stalls ..... 1.00  
Gallery (Chinese only) ..... 0.50

N.B.—The Electric Tramway Co. will run Special Cars before and after the Performances.

Booking Office: Robinson Piano Co., Ltd.  
MADAME HARMSTON-LOVE, Proprietress.  
ROBERT LOVE, Manager.  
R. ALTON & A. LEONARD, Agents.  
Hongkong, 11th November, 1904. [121]

**HONGKONG AMATEUR DRAMATIC CLUB.**

**THEATRE ROYAL.**

**THE COMEDY OPERA ENTITLED "DOROTHY,"**

IN THREE ACTS.

Will be Produced on the following dates

SATURDAY, 19TH NOVEMBER, 1904.

TUESDAY, 22ND " "

WEDNESDAY, 23RD " "

THURSDAY, 24TH " "

FRIDAY, 25TH " "

MONDAY, 28TH " "

Doors Open at 8.30 P.M., Curtain Rises at 9 P.M.

The BOOKING OFFICE (at The Robinson Piano Co.) will be opened to GUARANTORS ONLY on 3rd November, and to the General Public on and after 5th November, between the hours of 9 A.M. and 4.30 P.M. each day.


Late Trams quarter-of-an-hour after fall of Curtain.

Stalls and Dress Circle... .. \$3  
Pit Stalls... .. 2  
Pit... .. 1

A. CHAPMAN,  
Business Manager.

Hongkong, 1st November, 1904. [117]

**THE WINE GROWERS SUPPLY CO.**



BARRETTO & Co.,  
General Agents, Hongkong.

**PORT WINE.**

Direct shipment from the

COMPANHIA AGRICOLA E COMMERCIAL DOS VINHOS DO PORTO.

(Successors to DONNA ANTONIA A. FERREIRA.)

Monopoly for China of

**THE WINE GROWERS SUPPLY CO.**

Per Case of 12 Dozen.

Dry No. 1 Selected Old Port \$50.00

" " " " " " 35.00

Quinta do Porto " " " " 30.00

Dry No. 3 " " " " 25.00

Quinta da Granja " " " " 20.00

Tawny, 1887, Vintage " " " " 15.00

Tawny, (White Label) " " " " 14.00

Medium Tawny, (Brown Label) " " " " 13.00

White Tawny, (White Label) " " " " 12.00

Full Wine, (Brown Label) " " " " 11.00

White Tawny, (Brown Label) " " " " 10.50

Light Tawny, (Brown Label) " " " " 10.00

**FRENCH CLARETS.**

St. George ..... \$4.00 \$5.00  
Cru-Wyabron ..... 4.50 5.50  
Cru ..... 5.00 6.00  
Montferand ..... 5.50 6.50  
Mdoc ..... 6.00 7.00  
St. Emilion ..... 6.50 7.50  
St. Estephe ..... 7.00 8.00  
St. Julien ..... 7.50 8.50  
St. Estephe Superior ..... 9.00 10.00  
Chateau Margaux ..... 9.00 10.00  
Chateau Latour ..... 9.00 10.00  
Chateau Lafite ..... 10.00 11.00  
Chateau Laroze ..... 10.50 11.50

**BURGUNDIES.**

Per Case Per Case  
Quinta Pinot.

Volnay vin 1893 ..... \$14.00 \$16.00  
Moulin a Vent vin 1893 ..... 14.50 16.50  
Macon vin 1899 ..... 17.00 19.00  
Nuits vin 1893 ..... 17.50 19.50  
Musigny vin 1893 ..... 18.50 20.50  
Corton vin 1893 ..... 18.50 20.50  
Chablis vin 1893 ..... 19.00 21.00  
Beaune vin 1893 ..... 19.00 21.00  
Pommard vin 1899 ..... 20.00 22.00  
Red Burgundy ..... 30.00 32.00  
Chambertin vin 1899 ..... 39.00 42.00  
Romanee vin 1893 ..... 40.00 43.00

BARRETTO & Co.,  
Agents.  
Nos. 22 & 24, Bank Buildings,  
Queen's Road Central.  
Hongkong, 19th October, 1904. [120]

## Intimations.

A. S. WATSON & CO.,  
LIMITED.

## CHEMISTS

BY APPOINTMENT TO HIS EXCELLENCY  
THE GOVERNOR.AT THIS SEASON OF THE YEAR  
WHEN BOWEL COMPLAINTS ARE  
COMMON IT BEHOVES ONE TO  
LOOK ROUND FOR A SUITABLE  
REMEDY.WATSON'S  
ASIATIC CORDIALIS A SPECIFIC FOR ALL TROUBLES  
OF THIS KIND.WE RECOMMEND OUR CUS-  
TOMERS TO KEEP A BOTTLE BY  
THEM UNTIL THE AUTUMN IS  
OVER.A. S. WATSON & CO.,  
LIMITED,CHEMISTS,  
DRUGGISTS,  
PERFUMERS,

&amp;c., &amp;c., &amp;c.

THE  
HONGKONG  
DISPENSARY,  
ALEXANDRA BUILDINGS.

ESTABLISHED A.D. 1841.

Hongkong, 29th October, 1904. [35]

TELEPHONE NO. 155.  
CABLE ADDRESS: "ACHIEVE" HONGKONG  
A. B. C. CODE, 4TH EDITION.

ESTABLISHED 1859.

A CHEE & CO.,  
祥利廣  
17, QUEEN'S ROAD.FURNITURE  
DEALERS.DRAWING-ROOM,  
DINING-ROOM,  
and BED-ROOM

FURNITURE.

ELECTRO-PLATED,

GLASS, and

CHINA WARES.

PASTEUR'S MICROBE-PROOF

FILTERS,

ROCHSTER LAMPS,

WHITE TURKISH TOWELS.

COUNTERPANES.

COOKING RANGES,

KITCHEN UTENSILS, and

HOUSEHOLD REQUISITES.

PHOTOGRAPHIC

DEPARTMENT.

DEVELOPING and PRINTING

UNDERTAKEN for AMATEURS.

GOOD WORK.

PROMPT RETURN.

Hongkong, 8th January, 1904. [45]

ESPECIAL OLD TOM GIN.

Marshall and

Elvy's

DOUBLY DISTILLED

AND OF

MATURED AGE.

TO BE OBTAINED FROM—

THE MUTUAL STORES,

Des Vaux Road.

Hongkong, 11th May, 1904. [508]

## NOTICE

All communications intended for publication in  
"THE HONGKONG TELEGRAPH" should be  
addressed to The Editor, 11, 11A, 11B, Road, and  
should be accompanied by the Writer's Name and  
Address.Ordinary business communications should be addressed  
to The Manager.The Editor will not undertake to be responsible for  
any rejected MS., nor to return any Contribution.

SUBSCRIPTION RATES (IN ADVANCE).

DAILY—\$50 per annum.

WEEKLY—\$15 per annum.

The rates per quarter and per annum, proportional.

The daily issue is delivered free when the address is  
accessible to messenger. On copies sent by post an  
additional \$1.80 per quarter is charged for postage.The postage on the weekly issue to any part of the  
world is 80 cents per quarter.Single Copies, Daily, ten cents; Weekly, twenty-  
five cents.

## BIRTHS.

On the 4th November, at Shanghai, the wife  
of THOS. J. ROCHE, of a son.On the 7th November, at 5, MacGregor Road,  
Shanghai, the wife of Captain HUGH MACKIN-  
NON a.s. Hsinfung, of a daughter, Frances  
Danielson.

## DEATH.

On the 5th November, at the General Hospi-  
tal, Shanghai, Mrs. Helen S. MAYERS, aged  
26.

## The Hongkong Telegraph

HONGKONG, SATURDAY, NOVEMBER 12, 1904.

## LOCAL AND GENERAL.

THE Korean Foreign Office has instructed the  
Koreans of all open ports to don European  
costume before the 20th inst.At 18, Plantation Road two Chinamen were  
found in illegal possession of uncertificated  
opium and were fined \$100 and \$35 respectively.FOR bringing a quantity of counterfeit coins  
into the Colony, Li Long, alias Lee Woo, was  
sent to fourteen months' hard labour to-day,  
by Mr. Hazeland.TO-MORROW, at the V.M.C.A. room, at 3 o'clock  
in the afternoon Mr. H. Hursthouse will deliver  
an address on the subject "Parable of the  
Talents" from St. Matthew 25. NIV-XXX.  
All are cordially invited.HAVING recovered from his late severe indis-  
position, Mr. H. J. Gompertz resumed his  
seat to-day at the Magistracy, relieving Mr.  
Hazeland, who, in turn, relieved Mr. Kemp,  
the latter reverting to his substantive appoint-  
ment as Deputy Registrar, Supreme Court.A REGULAR meeting of Lodge St. John, 618,  
S.C., will be held to-night at the Masonic Hall,  
Zetland Street, at 8 p.m. for 8.30 o'clock.  
Brethren are requested to be punctual, as the  
Worshipful Master of Zetland Lodge, 525, E.C.,  
has intimated his intention of paying an official  
visit to the Lodge, with his officers.INSPECTOR Dimond prosecuted three men for  
trespassing into the servants' quarters of the  
residence of Mr. E. J. Grist at the Peak yester-  
day. Mr. Grist appeared and testified to the  
trespass. \$10 each. At the same time two of  
the men were found in illicit possession of  
opium and fined another \$10 and \$15 respec-  
tively.AN alarm of fire was turned in to the Central  
Fire Brigade Station, from 25 Lower Castle  
Road, at 6.30 p.m. last night. Chief Inspector  
Baker turned out and repaired to the spot with  
necessary fire-fighting appliances, when they  
learned that the chimney of the house had  
caught fire, but had been promptly extinguish-  
ed by the inmates. No damage.UPON the approach of the cold weather, the  
punkahs at Wellington Barracks were taken  
down, and a Chinese coolie employed in their  
removal helped himself to all the pulling-ropes.  
"Six weeks," said Mr. Hazeland this morning.  
The mystery was how the man got away with  
such a quantity of rope which it required a  
coolie's bamboo pole to carry away.A CHINAMAN was found at Aberdeen in un-  
lawful possession of three swords, and two  
"fighting irons," by Inspector Williamson yester-  
day. The man said they did not belong to  
him, he was merely taking care of them for  
another man who had gone to the country, and  
whom he could produce. Ah Ping, the accus-  
ed, was discharged with a caution, by Mr.  
Hazeland, but the arms were ordered to be  
confiscated.THE Governor has given his assent, in the  
name and on behalf of His Majesty the King,  
to the following Ordinances passed by the  
Legislative Council—Ordinance No. 15 of  
1904.—The Imbecile Persons Introduction  
Ordinance, 1902; and Ordinance No. 16 of  
1904.—To enable "The Trustees of John's  
Cathedral Church in Hongkong" to hold and  
deal with property for the purpose of promoting  
the work of the Church of England in Hong-  
kong and China.WITH regard to the recent execution of three  
Korean coolies, the Home office has, through  
the Foreign Office, lodged a protest with the  
Japanese Legation. In the first place the  
Home office protests against three Koreans  
being killed without the proper authorities  
having been consulted or even notified that the  
execution was to take place. Further, after  
suggesting that the Koreans signed through  
ignorance, he requests that the Korean au-  
thorities be afforded an opportunity of investigat-  
ing the case before the Japanese again take  
the law into their own hands.—Korea Daily  
News.SCORING cards for the Interport Match can  
be obtained free on application at the office  
of the Hongkong Telegraph.THE Secretary of State for the Colonies has con-  
firmed the appointment of Mr. William Russell,  
to be second assistant Government marine  
surveyor.THERE is a vacancy for an emigration inter-  
preter and clerk in the Registrar General's  
office. The salary attached to the post is \$720  
a year, rising by biennial increments of \$60 to  
\$1,200.WE learn from Tientsin that H. E. Yuan Shih-  
kai, Viceroy of Chihli, has made a contract with  
Messrs. H. Mandl & Co. for eleven batteries,  
each six guns, Krupp 7.5-centimetre quick-firing  
mountain and field guns, on recoil carriages,  
with 600 rounds of ammunition for each gun,  
complete. The contract price is said to be  
£210,000.IT is notified in the Government Gazette that  
all statutory declarations which, since the 4th  
day of September, 1893, have been, and which  
shall hereafter be made under or in pursuance  
of Form No. 3 in the schedule to the Statutory  
Declarations Ordinance, 1893, shall be exempted  
from liability to bear any stamp duty under  
any Ordinance for the time being in force in  
this Colony.WE would remind our readers of the grand  
assault-at-arms which is advertised to take  
place at the Metropole Hotel, this evening. In  
addition to a number of smaller bouts, between  
local exponents of the noble art, there will be  
a grand set to between Jack McAuliffe, the  
well known middle weight champion, and Jim  
Christie, the Hongkong Tom Sayers. Further-  
more, there will be some excellent exhibitions of  
bag and ball punching, axe club swinging, etc.,  
and there should be a capital evening's enter-  
tainment in store.THE following returns of the average amount  
of bank notes in circulation and of specie, in  
reserve in Hongkong, during the month ended  
31st ult., as certified by the managers of the  
respective banks, are published in the Gazette.

| Banks.   | Average<br>Amount. | Specie<br>in Reserve. |
|--|--------------------|-----------------------|
| Chartered Bank of<br>India, Australia and<br>China, .....  | \$3,619,177        | \$2,300,000           |
| Hongkong and Shang-<br>hai Banking Cor-<br>poration, ..... | 11,638,202         | 7,000,000             |
| National Bank of<br>China, Limited, .....                  | 403,724            | 150,000               |
| Total, .....   | \$15,661,103       | \$9,450,000           |

A LOST meal was the subject of a case before  
Mr. Kemp this morning. The evidence ad-  
duced in the case was to the effect that a few  
months ago a Chinaman purchased a kitten to  
fatten up for a feast. Yesterday morning the  
cat having acquired a weight of 8 lbs., the Chin-  
aman began to prepare for his feast. But to his  
consternation the *picce de resistance* was miss-  
ing. His neighbours had cast longing eyes on  
the plump pussy, and finally annexed it for  
their own delectation. The owner, suspecting  
them, rushed round to their house and found  
the three men in the act of skinning the defunct  
feline, which they had hoped to enjoy as an ex-  
cellent roast. Poor disappointed John wept  
and gnashed his teeth, until the police came,  
and the three intending diners were marched off  
to the lock-up, and charged with stealing the  
cat. The latter was produced in Court, and  
identified by the skin and weight, and the  
cat-snatchers were sent to three weeks' hard  
labour. The cat weighed 8 lbs. and was valued  
at 80 cents per lb.

## STANDARD TIME FOR INDIA.

Calcutta, 25th October.

The following is an extract from a letter from  
the Bengal Chamber of Commerce to the  
Government of India on the proposals for a  
standard time.—As the result of a reference to  
various Associations connected with the Cham-  
ber, and to the members of the Chamber  
generally, there appears to be a general con-  
sensus of opinion in favour of the adoption of  
an Indian standard time upon all Indian  
railways and telegraphs 5½ hours in advance  
of Greenwich time, and therefore about 9 minutes  
in advance of Madras time. With regard to  
the general adoption of a standard time by  
local committees, there is also a preponderance  
of opinion in favour of such action being taken;  
although on this particular point a few dis-  
sident votes have been recorded. Under the  
circumstances the Committee feel themselves  
justified in supporting the proposals, so far as  
they relate to India, but they are instructed to  
point out that in the event of the general adop-  
tion of a standard time for local purposes, which  
would involve in Calcutta 24 minutes difference  
from the present mean time, the question  
would probably arise as to the expediency of  
the opening and closing of courts, offices, etc.,  
half an hour earlier in order to provide that an  
actual working day shall remain in the same  
relation, as at present, to sunrise and sunset.

## THE WEATHER.

The following report is from Mr. J. I. Plum-  
mer, Chief Assistant of the Hongkong Obser-  
vatory:—On the 12th at 11.50 a.m. the barometer has  
risen over the Pacific to the Eastward of For-  
mosa and fallen at all other stations but parti-  
cularly in Mid-China.Gradients are slight upon the China Coast  
and light variable winds may be expected in  
the Formosa Channel, and moderate E to SE  
winds in the northern part of the China Sea.  
Forecast:—Moderate E to SE winds, over-  
cast, fair.

## WHAT IS CONTRABAND?

THE ALLEGED AGGRESSION OF RUSSIA.

## AN IMPORTANT CASE.

## THE ARGUMENTS CONCLUDED.

At the Supreme Court this morning before  
Sir Henry S. Berkeley (Chief Justice) the case  
of the Osaka Shosen Kaisha v. the Captain and  
Owners of the Norwegian s.s. *Prima* was con-  
sidered.Hon. E. H. Sharp, K.C. (instructed by Mr.  
John Hastings) again appeared for the  
Japanese; and Mr. W. Slade (instructed by  
Messrs. Wilkinson and Grist) for the owners  
of the vessel.His Lordship having taken his seat on the  
Bench, Hon. T. H. Sharp said, he had been through  
his own and his friend's speech, and in conse-  
quence of this Lordship's intimation just before  
the Court rose the previous evening, he thought  
he had eliminated three-quarters of the pas-  
sages which he had marked for answer, and  
comment, and the number of passages left was  
extremely small that he should invite His  
Lordship's attention to. His friend had argued  
that the agents did not understand that the  
ship was to be used for carrying provisions, or  
words to that effect, as evidenced by a letter  
from Mr. Arima. Now in that letter Mr. Arima  
took exception to the opinions of the Captain,  
and said they had better get another Captain  
or they would lose a great portion of their  
provision carrying trade, adding that none of the  
many other captains of the steamers chartered  
by the Company had raised any objection. It  
was clear, therefore, that Mr. Arima contem-  
plated the carriage of rice and sugar between  
Formosa and Japan. Therefore, the question  
they had to consider at the moment was the  
question of the intention of the two parties to  
this contract when the charter party was signed  
on the 10th February, viz., Messrs. Sander,  
Wieler and Co., on the one part, and Mr. Arima  
on the other. Now at this particular time it  
was quite clear from the evidence appearing in  
Mr. Hewitt's award, that the Captain was in  
Saigon, or on his way from Saigon, and he told  
them in his evidence, that he first knew about  
the charter about the 17th February. These  
facts could only indicate one conclusion, and  
that was, that seven days after completion of  
this contract, the Captain arrived here and  
expressed some misgiving, on his own  
account, as to whether provisions were con-  
traband. This, however, could not conceivably  
affect a contract entered into seven days  
earlier, between Messrs. Sander, Wieler and  
Co., and Mr. Arima, the recognised agents  
of the steamer and charterers respectively.  
They had already seen, with regard to these  
two parties, that it was clear that Mr. Arima  
did not intend to exclude provisions. As a  
matter of fact, it was evident that the defendants  
had in some way arranged the matter with the  
Captain for a fact that the Captain  
did go to Formosa and load provisions for  
Japan. The only conclusion they could come  
to was, that the agreement entered into between  
the parties had nothing to do with the Captain,  
who came along seven days after the clear  
intention of the parties had been expressed in  
the agreement. Counsel proceeded to deal  
with the meaning of the word "contraband,"  
excluding arms and munitions with which they  
had nothing to do. But he would deal with  
the meaning of the word as applied to provi-  
sions. He submitted that the ordinary and  
accepted meaning was: "Provisions destined  
for warlike purposes." That being so, the  
defendants could not vary their written con-  
tract, by showing that they intended something  
special and unusual. It was a sound propo-  
sition at law, that parties having entered into a  
written contract could not vary it; that was the  
first canon of written contracts. He had taken  
the first point last because he did not wish to  
rely solely upon any technical matter. He  
submitted that it was not permissible to vary  
the purpose of the contract, and contended  
that he had given the plain and accepted  
meaning of the matter. He referred His Lord-  
ship to Phipson (p. 512) and Taylor (p. 742) on  
"Evidence."Counsel dealt at some length with the vari-  
ous points raised by Counsel for the defence,  
particularly with regard to the point referring  
to the restraint of Princes, etc., and also com-  
mented upon the absence of anything definite  
in regard to what was the actual procedure of  
the Vladivostok Prize Court. Counsel's remaining  
point was with regard to the right of Russia to  
declare contraband by declaration. His friend  
had referred to the Admiralty Prize Manual,  
saying it was the best authority on Prize Law.  
He would refer His Lordship to Hall (p. 671)  
when in regard to the Boer War, Lord Salis-  
bury, in reply to Count Halzfeldt, stated that  
the Manual was merely intended to present in  
a convenient form legal points for the guidance  
and benefit of British Naval Officers. His in-  
tention and objects were not to lay down law,  
and further it expressly refrained from treating  
of questions which would ultimately have to  
be decided by the British Prize Courts. After  
referring to various other legal authorities,  
Counsel concluded by asking His Lordship,  
(as he knew he would do) to carefully consider  
the authorities he had cited.His Lordship said that under the circum-  
stances he would reserve his opinion on the  
answers submitted by the arbitrators for fuller  
and further consideration. He asked that  
everything in the shape of documents, etc., to  
which reference had been made, should be put  
in.

The Court rose at 12.30 p.m.

## FOOTBALL.

On Monday afternoon on the Happy Valley,  
the Hongkong Football Club will play the  
Royal Engineers. Kick-off at 4.15 p.m.  
The following will play for the Club:—H. C.  
Sander, goal; A. O. Long and F. C. Hall,  
backs; W. M. M. Macgregor and E. C. Hall,  
Alcock, halves; W. H. Williams (Capt.), W. C.  
Leckie, J. Clark, N. H. Rutherford, and J.  
Clark, forwards.The club will play the V. R. C. on Saturday,  
19th inst., at 4.30 p.m.THE HONGKONG ODD  
VOLUMES SOCIETY.Following is the report to be presented at  
the general meeting, to be held in the office of  
the undersigned, 18, Bank Buildings, 2nd floor,  
on Monday, 21st inst., at 5.15 p.m.The last general meeting of this Society was  
held on the 21st March, 1904, but it has  
been thought advisable to revert to the original  
purpose of holding the general meeting in the  
autumn, in order to afford to members an op-  
portunity of expressing their views and ideas as  
to a programme for the forthcoming season.Since the 21st March, 1904, only one lecture  
has been delivered, the society having adhered  
to its usual practice of discontinuing its meet-  
ings in the hot weather; but that one lecture  
was of a singularly interesting character, being  
an address by Mr. J. B. Sutor, the commercial  
representative of New South Wales, upon the  
early history of Australia. It is much to be  
regretted that time did not permit of Mr.  
Sutor completing his survey of the history of  
Australia.For the coming season, only two lectures  
have, so far, been promised and it is therefore  
hoped that members will come forward and  
persuade their friends to come forward, in order  
that a good programme may be secured for this  
winter season.The accounts of the Society, which will be  
found overleaf, show a balance in hand of  
\$195.89 only, which will be barely sufficient to  
meet the expenses of the forthcoming season.  
New members, therefore, are urgently required.  
The subscription is only \$3 a year and there is  
no entrance fee.Any members who are willing to lecture or  
who know of friends who are willing to lecture  
are requested to kindly communicate with the  
undersigned as soon as possible.His Excellency Sir Matthew Nathan has  
kindly consented to fill the post of President of  
the Society in succession to the late President,  
Sir Henry Blake.H. E. POLLOCK,  
Hon. Secretary.

Hongkong, 10th November, 1904.

## HONGKONG CHESS CLUB.

The report for the Season 1903-1904 is as  
follows:—The committee have pleasure in  
submitting their annual report for presentation  
at the annual general meeting to be held at  
the City Hall Library on Wednesday, the 16th  
inst., at 5.15 p.m.The hon. treasurer's cash account shows a  
credit balance of \$88.51, after meeting all  
disbursements.At present there are some 30 members on  
the Club's books, and it is expected that this  
number will be considerably augmented before  
the opening of the season.His Excellency Sir Matthew Nathan, K.C.M.G.,  
has kindly consented to become the patron of  
the club.Through the kindness of Mr. F. B. L. Bowley  
(secretary to the City Hall committee), the City  
Hall Librarian's Room is, as heretofore, at the  
Club's disposal. In the past it has been custom-  
ary to hold meetings on Wednesday evenings,  
but during the ensuing season it is hoped that  
it will be possible to arrange more frequent  
gatherings. It is proposed to arrange a handi-  
cap tournament for which prizes will be  
awarded.With a view to stimulating interest in chess,  
the committee is endeavouring to arrange  
matches with members of various other Clubs  
in the Colony, at Canton, and at Macao.A sealed, handicap tournament was held in  
the beginning of the year, the winner being  
Mr. A. Raymond. Messrs. H. E. Pollock, K.C.,  
and P. W. Sergeant also gave exhibitions of  
simultaneous chess-play. They were, on occa-  
sions, opposed to five, six and seven other Club  
members simultaneously.A match was played "Law" versus Others,  
and resulted in a substantial victory for the  
"Law" team.Later in the year, owing to the Club Cham-  
pionship becoming vacant, a tournament was  
arranged to decide the same. Eight members  
competed. The final round, resulted in a vic-  
tory for the latter by 31 games to 14 games.Mr. P. W. Sergeant, the late champion of  
the Club, has left the Colony for home. His  
endeavours, during the term he was hon.  
secretary of the Club, went a long way towards  
promoting interest in chess playing.Mr. R. H. Newborn took over the duties of  
hon. secretary from Mr. P. W. Sergeant, but  
has resigned, as he is about to leave the  
Colony temporarily, and the undersigned has  
been appointed by the committee to act tem-  
porarily as hon. secretary.The following are the present members of  
the committee, who are willing to serve again,  
if re-elected:—Messrs. H. E. Pollock, K.C.  
(President), E. J. Mosses and M. J. Dunsberg  
(Hon. Treasurer).THOS. SWARTY,  
Acting Hon. Secretary.

Hongkong, 7th November, 1904.

SEQUEL TO A COLLISION IN  
HONGKONG HARBOUR.s.s. *WONGKONG* v. s.s. *YUJINA*At the Supreme Court on Monday morning  
will be begun a consolidated action of con-  
siderable importance. It arises out of a col-  
lision which occurred in the Harbour on the  
night of the 3rd August last, between the  
British India Steam Navigation Co.'s s.s. *Yujina*  
and the North German Lloyd steamer *Wongkai*.The owners of the last named steamer claim  
\$5,000 damages. The incident was briefly  
referred to at the time, and it may be remembered  
that as a result of the collision both vessels  
sustained injuries of such a serious character  
as to necessitate docking. Messrs. Johnson,  
Stokes and Mayer are the solicitors for the  
plaintiffs, and Mr. John Hastings has been  
entrusted with the defence.

## SHIPPING NEWS.

During the year ending June 30th, 1904,  
merchant vessels, totalling nearly 17½ million  
tons gross, held licenses assigned by the Com-  
mittee of Lloyd's Register.Six hundred and twenty-five new merchant  
vessels were registered during the past year,  
their gross tonnage amounting to 1,079,045 tons.  
Of these, 587 were steamers, and 44 sailing  
vessels. All these vessels were constructed  
under the direct supervision of the Surveyors  
to Lloyd's Register. Sixty-nine per cent.  
of these vessels were built for the United King-  
dom, the balance for foreign and colonial  
owners.The relative extent of the employment of  
steel, iron and wood for shipbuilding in 1903  
in England, is illustrated by the fact that about  
99.8 per cent. of the tonnage classed in 1903-4  
was built of steel, 1.04 per cent. of iron, and 1.14  
per cent. of wood.Seven new steamers were built during the  
last year, especially for carrying petroleum in  
bulk, six of which are intended to burn liquid  
fuel.It may be noted that 36 steamers of over  
5,000 tons each were classed in the last twelve  
months, and six sailing vessels of over 2,000  
tons each. The largest of these steamers were  
the

| Tons.                          |
|--------------------------------|
| <i>Mongolia</i> 13,639         |
| <i>Kentworth Castle</i> 12,975 |
| <i>Armadale Castle</i> 12,973  |
| <i>Macedonia</i> 10,512        |
| <i>Marmora</i> 10,509          |
| <i>Punahia</i> 9,851           |
| <i>Mongolia</i> 9,595          |
| <i>Moldavia</i> 9,500          |

The largest sailing vessel was the *Italia*,  
3,109 Italian tons.In the last year Lloyd's surveyors tested  
655,333 tons of ship and boiler steel, and 295,501  
fathoms of cable and 7,322 anchors.There are at present 293 members on the  
staff of Lloyd's surveyors.Much public interest has been taken in the  
two turbine steamers which are to be built for  
the Cunard Steamship Company under agree-  
ment with His Majesty's Government; and it  
may be stated that the committee of Lloyd's  
in response to a request from the Cunard  
Steamship Company, authorised Mr. James T.  
Millon, the Society's Chief Engineer Surveyor,  
to serve on a committee appointed by the  
Cunard Company to inquire into the advisa-  
bility of adopting turbine machinery for the  
vessels in question.Experiments have been carried out with a  
view to determining the efficiency and relative  
advantages of certain structural arrangements  
and attachments in ships. In the course of  
these experiments the advantage of fitting in-  
tercostal plates to girders under beams has  
been clearly shown, and the strength of the  
various forms of girders now commonly adopted  
to support the decks of vessels has been in-  
vestigated. Among other results of the ex-  
periments, it may be mentioned that the rela-  
tive efficiency of certain methods of construc-  
tion as regards side stringers has been ascer-  
tained, and that the effect of fitting double  
reversed frames upon the attachment of the  
frames to the shell plating has been definitely  
determined.In order to place the valuable results of these  
experiments at the disposal of shipbuilders,  
shipowners, and others, the Committee are  
publishing a full report upon the subject—  
*Lloyd's Report*.

## NEW TERRITORY NOTES.

H.E. THE GOVERNOR VISITS TAI PO.

(From Our Own Correspondent.)

Tai Po, 11th November.

On Sunday last His Excellency Sir Matthew  
Nathan, K.C.M.G., accompanied by Captain  
Smith, aide-de-camp, visited the New Territory,  
going out informally inspecting the New Road  
to Shatankok. He visited the Shatankok  
Station, and appeared

## TELEGRAM.

(Reader's)

## The Lord Mayor's Banquet.

LONDON, 11th November.

Lord Lansdowne, speaking at the Lord Mayor's banquet at the Guildhall, said he believed that the Convention with the friendly French Republic had established the most cordial and the most intimate relations between Great Britain and France, and had enabled them to exercise a useful pacific influence with other Powers; the assistance it had given in effecting an amicable settlement between Great Britain and Russia was an instance of this. The attack on British citizens in the North Sea was an affront to the British flag, the consequences of which, if it had been intentional, he would rather not contemplate; but recent evidence had satisfied him that the Russian Government believed in good faith that the facts were contrary to what we supposed and the Government had in the last two or three days received distinct assurances that the officers of the Russian Baltic fleet who had been detained were those who were complicated, and if, upon inquiry, it should be proved that others were culpable, they also would be adequately punished.

## The United States.

10th November.

The Republican majority in the House will be one hundred; a remarkable triumph for President Roosevelt, which is ascribed to the popular admiration of a typical American, and also to approval of his imperialistic policy.

The Washington Congress will be asked for £8,250,000 for the construction of new warships including three battle-ships and five fast cruisers.

(N. C. D. News.)

## Winter in Manchuria.

Tokio, 4th November.

The Hunho is frozen.

## News from Port Arthur.

Tokio, 4th November.

There is little material change in the situation at Port Arthur. The attack on Erlung-shan is a particularly dangerous task.

Three steamers in the harbour were distinctly seen to be sunk on the 1st, two of them being completely submerged. A gunboat was sunk on the 2nd.

A storehouse on Peiyushan and the fort are supposed to have been blown up.

## A British Correspondent arrested as a Spy.

Tokio, 4th November.

Mr. H. B. Collins was arrested this morning at the Hotel de Paris, Yokohama, on suspicion of being a Russian.

## An Uncertain Design.

Chefoo, 6th November.

The Russian Consul is busily engaged in hiring about seventy junk boats for Port Arthur, although what service they are to perform can only be conjectured.

Twenty of them have already left Lanchow, about ten miles from Tientsin, for Port Arthur, with no cargo of any kind on board.

## THE S. S. "CHEFOO."

The little steamer *Chefoo* seems to have had a rather eventful voyage on her recent trip to Newchwang. She left Chefoo loaded heavily just before the last heavy blow from the north. When about fifty miles off Port Arthur she was intercepted by a Japanese man-of-war which insisted on putting her about, and escorting her to the Miautau Islands. Arriving at the latter place the *Chefoo* was allowed to turn about and proceed on her voyage. She had steamed but a short distance when another Japanese ship interfered with her progress. She surmounted this difficulty, however, and was compelled to put into Chingwan-tao to secure coal, her fuel being nearly exhausted as a result of many miles of unnecessary travel.

There was at first considerable hesitation to supply the ship with fuel by those of whom she endeavored to purchase, the war causing dealers to eye with suspicion casual steamers putting into ports like Chingwan-tao. Captain Edler finally succeeded in obtaining fourteen tons of coal which enabled him to continue to his destination, Newchwang.

The *Chefoo* has been given special attention by the Port Arthur blockading fleet, which puts all sorts of obstacles in her way at every opportunity. While salving the cargo of the stranded *Union* some time since she was scuttled very closely, at one time being ordered away from the island. The skipper was not to be bluffed, however, and asked his tormentors to seek a far distant locality.

YUAN Taotai of Shanghai has made a selection of about ninety of the best members, physically, of the Hu Chun, or Garrison, of Shanghai city for the purpose of forming them into the nucleus of a Military Police Force for the native city and district of Shanghai. These men will first be trained in a Military Police School which has been lately established on the Japanese model. The increase of brigandage and the audacity of gangs of desperadoes in robbing residences within the city walls has been the cause of stirring up the local native authorities, who were first brought to a sense of their responsibilities, by H. E. Governor Tuan Fang, when the latter took over his post in Soochow, a few months ago.

## INTERPORT CRICKET.

## HONGKONG v. SHANGHAI.

FIRST INNINGS: SHANGHAI 219. HONGKONG 274.

FIRST DAY (CONTINUED).

The next man in was Heath, and he put in a good drive, which was well rewarded, while Potter's good length balls, and splendid fielding combined to keep the scores down.

A ball from Lanning went to the rails for a couple of byes and brought up the total to 60. Heath was playing a sound game with Hancock, but runs were coming in slowly, owing to Shanghai's good fielding. Heath, when the score was 70, turned a ball to Lanning, who made the best of the opportunity. Result: Two for 70; Heath, 3.

Dixon filled the vacancy taking his first over from Potter, who was getting a considerable amount of work on the ball, which appeared to get off the pitch in a manner somewhat disconcerting to the batsmen on occasion. Hancock only half got hold of the ball from Lanning, which went round to leg; but a single resulted. Hancock evoked some applause hereabouts by a pretty glance to leg off Lanning. Dixon was playing a steady game; his scoring being principally singles. Another catastrophe for Hongkong was in store, Hancock losing his wicket to a beautiful bailer from Potter, when he had scored 48. Three down for 76.

Pearce was next in, and Dixon signalled his advent by a nice drive on the off boundary for four. Pearce was not destined to stay long, as, touching a ball from Lanning, he was caught in the slips by Potter for a single. Four wickets were now down for 81, and things were looking none too bright for Hongkong. Lieut. Airy followed. He did not seem at home with Potter. Dixon offered a difficult chance to Dew in the slips, which was not availed of, and immediately after banged another to the on boundary. Airy got one away to the leg boundary and brought the 90 on the board, but both batsmen appeared to be trying to keep their ends up in preference to scoring. Dixon opened his shoulders to Lanning and sent him to the on for three. Airy cut one from Potter into Wallace's hands, but it was too hot for him to hold. Both batsmen were treating the bowling with great respect, and the light appeared to be getting somewhat uncertain.

The time ball went with the score standing at 98 for 4.

## SECOND DAY.

The morning of the second day of the interport match opened with the sky dull and overcast, and rain threatening at every moment.

Overnight a small quantity of "moisture" had descended, but not sufficiently so to do any damage to the wickets; if anything it had rather benefited.

## AT THE NETS.

Prior to the teams taking the field Messrs. Lumsden and Dixon were to be seen at the nets putting in some vigorous practice, and one or two of the Singapore men were likewise applying a little "oil" to their bearings.

Hongkong had a deal of leeway to make up, having lost four wickets overnight, and being in a minority of 135.

## HONGKONG RESUMES.

At twenty minutes to eleven Dixon and Airy, the overnight not-outs, took up their positions at the wickets again. Lanning sent down the first over, and off his second ball Dixon put a single to his credit. Airy then faced the bowler, and contented himself with playing forward cautiously. Potter went on at the eastern end, and sent down a "maiden" to Dixon. Airy snicked one through the slips off Lanning, and brought the hundred up. Dixon now wanted to his work, and drove Lanning prettily to the on for four, amidst cheering. An appeal was made by the wicket-keeper against Airy off Potter, but the decision was given in favour of the batsman. Lanning was getting a lot of pace on the ball, and was difficult to play. Dixon snicked him through the slips for a single. He then got under one from Potter, however, and smashed it to the off for a couple. Another appeal was made, this time against Dixon; but he still retained his position. Both men were playing careful cricket, but were not letting any opportunity of scoring escape them, Dixon laying the wood on vigorously. Dixon drove one from Potter hard past the bowler, which he jumped at, but could not reach, and it went to the screen, a smart return, however, only allowing a single being scored. Runs were coming but slowly, singles being the predominant feature. Lanning put Potter to leg nicely for four amidst applause. Turnbull met with the approval of the spectators for a smart piece of fielding at mid-off, Dixon shortly after putting Lanning away through the slips for a couple. Then Airy put Lanning nicely away to the rails with a leg glance. Dixon got going again with a hard carpet drive in front of the wicket to the screen, but it was smothered, and only a single resulted. Dixon then drove Potter to the on boundary, and the score mounted to 130. Dew now went on in place of Lanning at the Pavilion end, and Dixon drove his first ball to the off boundary, amid loud cheering. Both men were playing sound cricket. Airy gave a hard chance to Turnbull, fielding at point, but he could not reach it in time. Dixon banged Dew to leg again for four. Then he got a "life," skying a ball to mid-off, which Dixon, after patiently waiting for it, considerably allowed to escape through his hands. Hard lines on Potter, who was now on the board. Potter was making the ball get up in a nasty fashion, and it needed a lot of watching. Dixon cut him through the slips, and Wallace failed to stop the ball, which swerved and travelled to the boundary.

Airy next made a sensation by landing one from Dew outside the ground on to the tram-lines for a "fixer." Both men were well set, and apparently had taken the measure of the bowling.

A slight stoppage was here made while the batsman partook of refreshment.

W. H. Moule now took the ball from Potter, and off his second ball, Airy made a dangerous stroke behind the wicket, or a single, and Dixon then drove him to the off for a couple. The Shanghai fielding, however, was very clever, and 151 was now on the board. Airy put Dew nicely to the on for a couple.

A heavy cloud of smoke from the Naval Yard now hung over the ground, and did not improve the light.

Dixon put three more to his credit off Moule. Matters had now considerably brightened for Hongkong, and 160 was telegraphed. Dixon gave Moule a hard chance for a return, but it was too hot to hold. Both men were stealing runs, and an overthrow put 170 on the board, after which Dixon put another boundary to his total. Airy turned Dew nicely to leg. Dixon with a forward drive sent the ball to the right screen, and 180 was signalled.

Turnbull now went on for Dew, and Airy sent his first ball to the on boundary for a "fourer." The men at this time seemed to have the Shanghai bowling tied into a knot. Dixon was now going in fine style, and again smashed Moule to the boundary. Dixon put another brace to his credit off Turnbull, which sent up the second century at ten minutes to twelve. The partnership had yielded over a hundred in an hour and ten minutes.

All danger of following on had long since passed, and both over men now opening their shoulders and hitting with plenty of vigour.

Potter here went on, *vice* Moule, and Dixon gave another difficult chance to Turnbull, who could not reach it in time.

The attendance, which was small at the outset, had by this time considerably increased, including a good muster of the military element. Coolies were busy stringing rows of Chinese lanterns around the ground, in readiness for to-night's fete.

The partnership was at last broken by Turnbull, who bowled Airy when he had made 47—a most valuable contribution at a critical period. Five wickets down for 208.

Lumsden filled the vacancy, and opened his scoring, with a single off Turnbull. Dixon next sent Potter to long-off for four. Lumsden did not appear to be playing any too confidently. With the score at 214 he was caught at the wicket off Turnbull, having scored but a couple. Six for 214.

H. Hancock next partnered Dixon. It was evidently Dixon's day-out, and he was giving a delightful exhibition of free hitting.

Another disaster was shortly to befall Hongkong, however, for Dixon touched a rising ball from Potter, and Drummond secured another victim in the rear of the wicket. Dixon had contributed an invaluable 85, compiled in an hour and a half. Seven for 214.

Sercombe Smith followed, and to celebrate his advent Hancock lifted Turnbull over the rails into Queen's Road for six. Smith made a fluky stroke behind the wicket off Potter, but escaped.

Hancock was not destined to stay long, for when he had scored 7 he was snapped at the wicket by Drummond off Potter. 213 for seven wickets.

Arthur was the next man in. Smith was playing in a very uncertain fashion, and had several narrow escapes; but at length he got Turnbull away to leg for four; and shortly after carried the total past that of Shanghai with a lusty hit to the on boundary amid loud cheers. Arthur opened his account with a couple of singles, and then sent another from Turnbull to the pavilion. Potter was bowling well, and both men were treating him with respect.

At 230, Lanning went on for Turnbull at the pavilion end, and Arthur notched a single off him with a hard forward drive, Smith then snicking one to square leg, and bringing 240 on the board. Smith spooned one from Potter dangerously near Turnbull. Arthur smashed one from Lanning to the on for a couple, and sent the next to the off boundary for four. The next he lifted clean into the pavilion, amid applause, and 250 was telegraphed. He was still bent on hitting out, and lifted Lanning on to the train-lines for six, scoring 16 in the over. Another fluky stroke by Smith, and Turnbull got his right hand to the ball, but could not hold it. Again Arthur lifted Lanning out of the ground for six, and brought 260 on the telegraph, following it up by a push forward for a single. He next devoted his attention to Potter and turned him to the Pavilion for four. His stay was destined to be cut short, however, for when his score stood at 33 he tamely returned one to Potter's hands. Nine wickets down for 267.

Bird was next in with Smith. Lanning's first ball to Bird went to the boundary for byes, and when Bird sent one to the on for four, 270 appearing on the board. The fifth bell sounded with nine wickets down for 274, Smith and Bird being still together.

Bird could do nothing with his fast delivery, and was completely beaten time after time, making futile slashes into space. Lanning had gone on at the eastern end in place of Potter, and sent down his first over to Smith. Off his fourth ball Smith skied a ball over his wicket and Drummond added another to his tale of victims. Smith had scored to by means of most erratic cricket. Bird was not out.

The innings had realised 274, Hongkong thus leading their rivals by 45 runs. At 230 Shanghai again took a turn with the Parkes and V. H. Lanning being first in. Lumsden opened the trundling for Hongkong. Lanning opened with a single with a single, and Parkes shortly after followed suit. Hancock went on at the eastern end, his first ball going awkwardly, and grazing Lanning's jaw. Lanning twined one off the wicket from Lumsden nicely to leg for four, and after a couple more had been added the ball went to the boundary as the result of an overthrow.

At this juncture the band of the 93rd Borneos entered the ground, and took up their position in the north-east corner. Lumsden scored a single with a late cut off Lumsden, and the ten was hoisted. The home fielding seemed a trifle lax hereabouts. The wicket

appeared to be wearing somewhat, and the ball was getting up in an awkward fashion. Hancock was bowling well, and runs were difficult to obtain off him. The game was somewhat tedious, and scoring was slow, singles being the leading feature so far, both men showing extreme caution. Parkes scored a risky single to leg off Lumsden, and Lanning followed with a nice stroke to the on, which brought up 20 on the board after half-an-hour's play. Parkes smashed one from Lumsden well to the on, and, opening out a trifle, sent the next ball with a forward drive along the carpet to the screen, but only a single resulted. Parkes with a hit to square leg brought up the 30, but soon relapsed into inactivity again. Parkes made a risky glance to leg off Hancock for a single.

Pearce went on now in place of Lumsden at the Pavilion end, Parkes snicking a single off his first to the off.

Dixon relieved Hancock at the other end, Parkes taking the first over, but the double change did not increase the rate of scoring. The forty was up at a quarter-past-three, but the cricket was as tedious as ever. Parkes lifted a ball from Pearce into the long field, where Airy was waiting. It looked a safe thing, but Airy failed to hold it.

Parkes lifted one of Dixon's to the long field, but H. Hancock could not get under it. At this moment—half-past-three—the band of the 93rd Borneos struck up "God Save the King" as H.E. the Governor entered the ground.

The ball still continued to bump in a most erratic fashion and both batsmen sustained some nasty body blows. When fifty was on the board Lanning returned one to Dixon, who made no mistake and closed his account for him. Lanning had scored 20. One wicket for 53.

Moule did not appear particularly at home with Bird's slow, but at length drove him well to the on boundary, and sent the 70 up. He followed this with a forward drive past the screen to the on boundary.

W. H. Moule followed. Bird went on at the pavilion end in place of Pearce. Parkes got him away for four to leg from the first ball, and scored a couple of singles. Another wicket soon fell, Dixon finding his way to Parkes' stumps when he had scored 36. Two for 62.

T. Wallace was the in-coming batsman, and faced Dixon. Off Dixon's second ball he was caught in the slips by Smith before he had scored. Three for 62.

Potter the skipper of the team, succeeded and stood up to Dixon, the first ball going to the boundary for 2. The last ball of the over he turned to leg for a brace.

At this moment smoke from the Naval Yard again partially eclipsed the view of the play.

Moule appeared to be playing the bowling with ease, although not scoring fast.

Potter gave a half chance to Lumsden at mid-off, and then returned one to Dixon who made no mistake with it, this being his fourth victim. Potter had scored two. Four for 74.

## Following are detailed scores—

## SHANGHAI 1ST INNINGS.

|   |     |
|---|-----|
| F. W. Potter (Capt.) c Arthur, b Pearce | 10  |
| W. J. Turnbull, b Dixon                 | 62  |
| W. H. Moule, c Smith, b Pearce          | 40  |
| H. R. Parkes, c Heath, b R. Hancock     | 25  |
| C. E. Dunman, not out                   | 21  |
| G. C. Dew, c Arthur, b Bird             | 24  |
| V. H. Lanning, st. Arthur, b Bird       | 20  |
| C. V. Lanning, l.b.w., b Dixon          | 12  |
| T. Wallace, c Bird, b Pearce            | 1   |
| S. M. Wallace, c Pearce, b Lumsden      | 20  |
| J. Drummond, c R. Hancock, b Lumsden    | 2   |
| Extras                                  | 12  |
| Total                                   | 229 |

## HONGKONG 1ST INNINGS.

|   |     |
|---|-----|
| R. Hancock, (Capt.) c and b Potter      | 48  |
| Lt. Heath, c and b Lanning              | 3   |
| J. T. Dixon, c Drummond b Potter        | 85  |
| W. F. Lumsden, c Drummond b Turnbull    | 2   |
| H. Hancock, c Drummond b Potter         | 7   |
| T. E. Pearce                            | 1   |
| H. Arthur, c and b Potter               | 33  |
| R. E. O. Bird, not out                  | 3   |
| J. O. Airy, b Turnbull                  | 47  |
| T. Sercombe Smith, c Drummond b Lanning | 10  |
| C. M. G. Burnie, c Dew, b Potter        | 16  |
| Extras                                  | 17  |
| Total                                   | 274 |

## SHANGHAI 2ND INNINGS.

|                                    |     |
|------------------------------------|-----|
| F. W. Potter (Capt.) c and b Dixon | 2   |
| W. J. Turnbull, c Airy, b Bird     | 3   |
| W. H. Moule, l.b.w., b Dixon       | 21  |
| H. R. Parkes, b Dixon              | 36  |
| C. E. Dunman, to bat               | —   |
| G. C. Dew, c Dixon, b Bird         | 20  |
| V. H. Lanning, c and b Dixon       | 7   |
| O. V. Lanning, c Dixon, b Smith    | 16  |
| T. Wallace, c Smith, b Dixon       | 0   |
| S. M. Wallace, not out             | 0   |
| J. Drummond, not out               | 0   |
| Extras                             | 24  |
| Total                              | 138 |

## BOWLING ANALYSIS.

## HONGKONG.

|              | O.   | M. | R. | W. |
|--------------|------|----|----|----|
| Lumsden      | 11.4 | 2  | 42 | 2  |
| Bird         | 16   | 2  | 42 | 2  |
| Hancock (R.) | 13   | 3  | 41 | 1  |
| Pearce       | 11   | 4  | 35 | 3  |
| Dixon        | 15   | 3  | 47 | 2  |
| Smith        | 10   | 0  | 51 | 0  |
| Hancock (H.) | 1    | 0  | 1  | 0  |

## SHANGHAI.

|               | O. | M. | R.  | W. |
|---------------|----|----|-----|----|
| Dew           | 3  | 1  | 48  | 0  |
| Dunman        | 6  | 0  | 31  | 0  |
| Potter        | 34 | 12 | 133 | 13 |
| V. H. Lanning | 2  | 0  | 34  | 1  |
| W. Moule      | 6  | 1  | 43  | 1  |
| Turnbull      | 10 | 4  | 38  | 2  |

## AFTER THE MATCH.

A fete will be held on the "Cricket Ground" this evening, at 8 o'clock. The ground will be illuminated by means of Chinese lanterns and

electric globes. The bands of the 11th and 14th Mahrattas will be in attendance.

H.E. The Governor is expected to arrive about half-past nine.

Members and ticket holders are requested to come in at the City Hall or Hongkong Club gates. The other gates will be for the use of the general public.

During the evening the Orpheus Society will sing part songs. "Allan-a-dale and the Red rose," "The Rose Tree," and "The Rose Tree." Rockets will be fired at intervals during the evening.

## THE STRAITS TEAM.

The following are some particulars about the Straits team, which will play Hongkong on Monday, provided the match against Shanghai is finished to-day:—

Capt. H. L. Talbot.—The Captain of the team. Played against Hongkong here in 1897. Is a good bat and field.

T. R. Luback.—The wicket-keeper of the team—a first-rate man; is also a good bat. Has played for Lancashire.

M. H. Whitley.—A fair bat, and good, medium right-hand bowler. Played against Hongkong in 1897 and 1902.

E. Bradbery.—An excellent bat. A fair bowler—right-hand off-break.

V. D. Parsons.—A fast right-hand bowler. An average bat.

E. W. A. Wyatt.—A good left-hand bowler; a fair bat.

Capt. E. I. M. Barrett.—A sound bat. Played in county cricket with Hampshire a few years ago.

C. W. H. Cochrane.—A left-hand bowler, fast medium.

R. B. Rees.—An Australian, said to have played for South Australia against English teams. Bowls a right-hand ball with plenty of pace. Fair bat.

A. S. Stronach.—Reserve wicket-keeper. A moderate bat.

D. Perkins.—A fair bat and field.

J. G. MacTaggart.—Played in 1897 and 1902 against Hongkong. Slow change right-hand bowler.

It is uncertain at present whether MacTaggart or Perkins will fill the eleventh place.

## LAND SALES.

AT CAUSEWAY BAY.

Description and terms of lease of a plot of land for sale at Causeway Bay are published in the current issue of the *Gazette*. The sale will take place on the 19th prox. at the P.W.D. The lot contains 37,062 square feet and will be put up at an upset price of \$11,118 together with the annual payment of a Crown rent fixed at \$382. The conditions of the proposed sale are, among others, that the purchaser shall expend on the site the sum of \$10,000 in rateable improvements within two years of the date of sale. The Crown Lease of the Lot will contain a proviso that the purchaser shall have no claim to any access to the sea nor any compensation, in the event of any reclamation being made on the seaward side of the lot, and a clause reserving to Government the power to reclaim the foreshore whenever it thinks fit without consulting the purchaser, who shall fill in and reclaim the entire area of the lot, including the strip on the east and south-east sides of the lot coloured blue on sale plan to such levels as the Director of Public Works may direct and protect same with substantial sea-walls, pitched slopes, or otherwise as may be required.

## NEW TERRITORIES.

At the Branch Land Office, at Tai Po, six small holdings will be offered for public competition on the 28th inst. The lots are situated at Tai Wai Tai, Sai Kung, Kut Po I To, Nam Chung, and two at Tseng Tau; they contain, respectively, 1,575, 813, 936, 1,444, 434 and 1,369 square feet. The prices range from \$10 to \$16 each according to the extent of the area.

## MANILA NEWS.

(From an Occasional Correspondent.)

Manila, 5th November.

The Philippine Commission has passed an act whereby the Railway Company having the right of way, can appraise the land over which its lines lie, at the actual value, in order to facilitate the construction of its further lines.

The train robbery so much talked about now develops into a case of assault. There was no robbery.

The work on the new street car lines is progressing, and it is expected to start running in about another three months. Many of the streets have been paved with wooden blocks, specially imported from Australia. As soon as the street cars are in operation, the company intends to erect special amusement pavilions and grounds at the Pasay race track, something on the same lines of those at Corey Island, New York.

Everybody here is anxiously awaiting the result of the election, as it is believed, with Roosevelt's re-election, a new wave of prosperity will flow over the Philippines.

Mr. Burlington Johnson, formerly consul for the United States at Amoy, and of street-car fame, has secured the concession of a large tract of timber land in the island of Negros, and a modern logging plant and a saw mill are now in course of erection.

Murbate gold fields seem to be coming up. More than \$100,000 gold have been sunk in the land, and the S.S. *Mongolia* is bringing out a new stamp and crushing mill, and a dredger.

Governor Wright, in addressing a meeting at the Manila Hall at the Ayuntamiento, especially addressing himself to the Filipinos, told them it was idle for them to talk about or expect independence, and advised them first to get out and work and show what they could do.

A sum of \$1,000 gold has been appropriated to beautify the city of Manila, and the waste

ground outside the walls of the old city is being levelled up, and transformed into a People's Park, while over a thousand trees have already been planted along its length on the road side.

There is very little Mexican coin remaining in the islands, and the Commission have now passed an act to the effect that anyone desiring to handle Mexican money, after the first of January, 1905, must pay \$10 gold for a licence to do so. Everybody generally refuses Mexican coin, and merchants will only accept it at a heavy discount.

The S.S. *Leopold* had a break-down on her last trip from Hongkong to Manila, and was consequently nine hours late in arriving here.

## COMMERCIAL.

Shanghai advices, of 7th instant, state:—Business reported:—Shanghai and Hongkong Wharf shares at Tls. 167 1/2 c.m.; Tugs Pri. at Tls. 49 1/2. Indo-Chinas at Tls. 93 1/2 cash and Tls. 94 1/2 for December. Farnham Boys at Tls. 183 1/2 for December. Shanghai Lands at Tls. 120. Wei-hat-wei Golds at \$22 1/2. Maatschappij at Tls. 312 1/2 cash. Tls. 315 for November add. Tls. 325 for December. Hall and Holtz at \$31. Astors at \$29.

Business done direct:—Shanghai and Hongkong Wharfs at Tls. 167 1/2 c.m. for December. Hongkong Tugs "Ord." at Tls. 52 1/2. Indo-Chinas at Tls. 94 1/2 for December and Tls. 134 1/2 for December. Hongkong. Farnham Boys at Tls. 183

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## OUTWARDS.

| FROM                  | STEAMERS     | DATE           |
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| GLASGOW and LIVERPOOL | "KEEMUN"     | 28th November. |
| GLASGOW and LIVERPOOL | "MOYUNE"     | 9th December.  |
| GLASGOW and LIVERPOOL | "HECTOR"     | 14th December. |
| GLASGOW and LIVERPOOL | "SOBRALENSE" | 17th December. |
| GLASGOW and LIVERPOOL | "HYSON"      | 20th December. |

## HOMEWARDS.

| FOR                         | STEAMERS     | TO SAIL        |
|-----------------------------|--------------|----------------|
| LONDON, AMSTERDAM & ANTWERP | "JASON"      | 22nd November. |
| *GENOA, MARSEILLES & L'POOL | "AGAMEMNON"  | 22nd November. |
| AMSTERDAM, LONDON & ANTWERP | "TELEMACHUS" | 6th December.  |
| AMSTERDAM, LONDON & ANTWERP | "DIOMED"     | 20th December. |
| *GENOA, MARSEILLES & L'POOL | "DARDANUS"   | 20th December. |

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| ANOV and SHANGHAI  | "SHANGHAI" | 16th "         |
| PORT DARWIN, THURSDAY ISLAND,<br>COOKTOWN, CAIRNS, TOWNSVILLE,<br>BRISBANE, SYDNEY & MELBOURNE | "TANAN"    | 16th "         |
| CEBU and ILOILO  | "KAIKONG"  | 22nd "         |
| SWATOW, CHEFOO and TIENSIN   | "CHIHAI"   | 22nd "         |
| KOBE   | "CHANGSHA" | 23rd "         |

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## NOTICE.

THE Public are hereby informed that no  
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they are warned against paying more than  
the rates (10 cts.) per Single Copy.  
THE MANAGER,  
Hongkong Telegraph Co., Ltd.  
Hongkong, 20th September, 1904.

## Shipping—Steamers.

CHINA NAVIGATION COMPANY,  
LIMITED.

## AUSTRALIAN LINE.

REDUCTION IN PASSAGE RATES,  
From 1st January, 1904.ALSO REDUCED FARES TO  
MANILA AND RETURN.STEAMERS fitted throughout with Electric  
Light, First Class Accommodation. Un-  
rivalled Table. Duly qualified Surgeon carried.  
BUTTERFIELD & SWIRE,  
Agents.

Hongkong, 1st February, 1904.

## STEAM TO CANTON.

## THE New Twin Screw Steamers

| Tons               | Captain       |
|--------------------|---------------|
| "KWONG CHOW" 1,309 | J. P. MARTIN. |
| "KWONG TUNG" 1,338 | H. W. WALKER. |

Leave Hongkong for Canton at 8.30 Every  
Evening (Saturday excepted).  
Leave Canton for Hongkong about 5 o'clock  
Every Evening (Sunday excepted).These Fine New Steamers have unexcelled  
Accommodation for First Class Passengers and  
are lit throughout by Electricity.Passage Fare—Single Journey .....\$4  
Meals .....(Each) 1The Company's Wharf is a Short Distance  
West of the Harbour Master's Office.SHU ON S.S. CO., LD., and  
YUEN ON S.S. CO., LD.,  
No. 8, Queen's Road West.

Hongkong, 17th February, 1904.

## HONGKONG-CANTON LINE.

## THE British Steamship

"YING KING,"  
Captain E. I. Page, of 1,088 tons, Registered,  
is the newest, fastest, and most luxuriously fur-  
nished steamer on the line and is lighted  
throughout with Electricity; hot and cold water  
service. The cuisine is unexcelled.Leaving Hongkong every MONDAY,  
WEDNESDAY and FRIDAY EVENING,  
at 9 P.M. and returning from Canton every  
following evening at 5 P.M.1st Class.....\$3.00 for Single Journey.  
2nd ".....1.50  
Meals.....1.00 each.The steamer's wharf is at the Western end  
of Wing Lok Street.YUK ON S.S. CO., LD.,  
No. 216, Wing Lok Street.  
WENDT & Co.,  
Canton Agents.

Hongkong, 24th June, 1904.

## EXCURSION TO MACAO.

## THE Splendid Steamer

"YING KING,"  
Captain Page, will make an EXCURSION  
TRIP TO MACAO, on EVERY SUNDAY,  
leaving the Company's wharf at the end of  
Wing Lok Street, at 8.30 A.M., and returning  
from Macao at 7.30 P.M.The Steamer will lay alongside the S.S.  
Perseverant's wharf at Macao.FARE:  
1st Class Single Ticket \$2.00, with Cabin \$3.00  
Return " \$3.00, " \$5.00Tiffin and Dinner may be had on Board  
at \$1 each meal.YUK ON & Co., LD.,  
S. A. NORONHA,  
Macao Agent.

Hongkong, 2nd September, 1904.

## HONGKONG-MACAO LINE.

S.S. "WING CHAI,"  
Captain T. AUSTIN, R.N.R.THIS Steamer departs from Hongkong on  
Week Days, at 8 A.M. and on Sun-  
days at 8.30 A.M. Departs from Macao on Week  
Days at 2.30 P.M. and on Sundays at 6.30 P.M.FARES.—Week Days, 1st Class, including  
Cabin and servant, Single \$3; Return Ticket,  
\$5; 2nd Class, \$1; 3rd Class, 50 cents.Every Sunday will be an Excursion, at the  
following rates:—1st and 2nd Class, Single  
Ticket, \$1; Return, \$2; 3rd Class, Single, 30  
cents, Return, 50 cents; Steerage, 10 cents.TIFFIN AND DINNER can be supplied  
either on Board, or at the Macao Hotel, for  
returning passengers only, at an extra charge  
of \$2.On Sundays, passengers desiring to have a  
Private Cabin which has accommodation for  
two or more passengers, will be charged \$3  
extra.First Class Passengers, who do not care to  
return on the Excursion Sunday, will be allowed  
to do so the following day (Monday) on pro-  
duction of the Return Half Ticket. Should  
the Steamer not run on the Monday, owing to  
the Boiler cleaning, due notice will be given  
by the Captain, and the Half Ticket will be  
available for the following day.The Steamer is lit throughout by Electricity.  
The Steamer's wharf at Hongkong is at the  
Western end of Wing Lok Street.MING ON & Co.,  
2nd Floor, No. 16, Victoria Street.  
Hongkong, 5th November, 1904.REGULAR STEAMSHIP SERVICE  
TO NEW YORK,  
VIA PORTS AND SUEZ CANAL.

## PROPOSED SAILINGS FROM HONGKONG.

| 1904.      | About          |
|------------|----------------|
| "ST. HUGO" | 25th November. |
| "SHIMOSA"  | 18th December. |

For Freight and further information, apply  
toDODWELL & Co., LIMITED,  
Agents.

Hongkong, 21st October, 1904.

## Shipping—Steamers.

BRITISH INDIA STEAM NAVIGATION  
COMPANY, LIMITED.FOR AMOY, STRAITS AND RANGOON.  
THE Company's Steamship"PENTAKOTA,"  
Captain C. Willis, will be despatched as above,  
TO-MORROW, the 13th instant, at Daylight.For Freight or Passage, apply to  
JARDINE, MATHESON & Co.,  
Agents.

Hongkong, 12th November, 1904.

COMPAGNIE DES MESSEAGERIES  
MARITIMES.

PAQUEBOTS-POSTE FRANCAIS.

FOR SHANGHAI, KOBE AND  
YOKOHAMA.

THE Company's Steamship

"TOURANE,"  
Captain Girard, will be despatched for the  
above Ports, on or about MONDAY, the 14th  
November.For Freight or Passage, apply to  
L. BRIDOU,  
Acting Agent.

Hongkong, 8th November, 1904.

AUSTRIAN LLOYD'S STEAM NAVI-  
GATION COMPANY.STEAM FOR  
FIUME AND TRIESTE (DIRECT),  
Calling at SINGAPORE, PENANG, CO-  
LONBO, BOMBAY, KARACHI, ADEN,  
SUEZ AND PORT SAID.(Taking Cargo at through rates to the Brazil,  
to South Africa, Persian Gulf, Red Sea,  
Black Sea, Levant, Venice and  
Adriatic Ports).

THE Company's Steamship

"MARIA VALERIE,"  
Captain Berberovich, will be despatched as  
above, on FRIDAY, the 25th instant, P.M.For information as to Passage and Freight,  
apply toSANDER, WIELER & Co.,  
Agents.Princes' Buildings.  
Hongkong, 1st November, 1904.

## To Let.

TO LET.

TWO ROOMS on the First Floor of  
ALEXANDRA BUILDINGS.

Apply to—

SECRETARY,  
A. S. Watson & Co., Limited.

Hongkong, 16th June, 1904.

FINE LARGE STORE, IN QUEEN'S ROAD.  
Most central position.

Apply—

"X."

Care of Hongkong Telegraph Office.

Hongkong, 12th September, 1904.

## TO LET.

WILD DELL BUILDINGS, No. 147,  
WAN CHAI ROAD. Comfortable and  
Airtight of 2 or 3 Rooms, from \$25 inclusive  
of Taxes.No. 13, MOSQUE JUNCTION.  
And others to suit various requirements.S. A. SETH,  
Land and Estate Broker,  
Dairy Farm Co., Ltd.

Hongkong, 14th October, 1904.

## TO LET.

EUROPEAN HOUSES, Nos 2 to 8 and  
10 to 15, GAP ROAD, facing Race Course,  
within reach of the Electric Cars, thoroughly  
cleaned and colour-washed, in flats or whole.

Apply to—

S. A. SETH,  
Land and Estate Broker,  
Dairy Farm Co., Ltd.

Hongkong, 18th October, 1904.

## TO LET.

ONE of the best dwelling houses at Macao—  
House No. 20 on the Rua da Penha  
Has a fine and large Garden, a spacious Yard.  
Eight Rooms besides Sitting and Dining  
Rooms, and Two Verandahs. Situated near  
BOA VISTA HOTEL, with beautiful View of the  
Inner Harbour and Roadstead.

For Particulars, apply to—

J. V. JORGE,  
Macao.

Macao, 3rd October, 1904.

## TO LET.

IN ELGIN ROAD, KOWLOON, close to  
Ferry, Residential flats with Two Rooms,  
Bath Room and Kitchen attached.

ALSO

No. 5, D'AGUILAR STREET, Hongkong,  
1st floor. Rents very moderate.

For particulars, apply to—

H. RUTTONJEE,  
No. 5, D'Aguiar Street,  
or  
36 to 38, Elgin Road, Kowloon.

Hongkong, 19th September, 1904.

## TO LET.

NO. 1, STEWART TERRACE,  
THE PEAK.

Apply to—

THE HONGKONG LAND INVEST-  
MENT & AGENCY CO., LD.

Hongkong, 26th March, 1904.

## TO LET.

NO. 1, RIFON TERRACE IN FLATS.

A HOUSE in WONG NEI CHONG ROAD,  
FLATS in MORTON TERRACE, facing  
Polo Ground.OFFICES in COBURN'S Intersection, CON-  
NAUGHT ROAD (near BLAKE PIER).

GODOWNS; PRAYA EAST.

Apply to—

THE HONGKONG LAND INVEST-  
MENT & AGENCY CO., LD.

Hongkong, 15th October, 1904.

## Mails.

THE PENINSULAR AND ORIENTAL  
STEAM NAVIGATION COMPANY.STEAM FOR  
FRANCE, CEYLON, AUSTRALIA, INDIA,  
ADEN, EGYPT, MEDITERRANEAN  
PORTS, PLYMOUTH AND  
LONDON.(Through Bills of Lading issued for BATAVI,  
PERIAN GULF, CONTINENTAL, AMERI-  
CAN and SOUTH AFRICAN PORTS.)

THE Steamship

"CHUSAN,"  
Captain H. W. Kenrick, R.N.R., carrying H.  
Majesty's Mails, will be despatched from this  
for BOMBAY, on SATURDAY, the 19th  
November, at Noon, having Passengers and  
Cargo for the above Ports in connection with  
the Company's S.S. "Maudonia," 10,500 tons,  
from Colombo, Passengers' accommodation in  
which vessel is secured before departure from  
Hongkong.Silk and Valuables, all Cargo for France  
and Tea for London (under arrangement) will  
be transhipped at Colombo into the Mail  
steamer proceeding direct to Marseilles and  
London; other Cargo for London, S.C., will be  
conveyed from Bombay by the R.M.S. "Marmora,"  
due in London on the 1st January, 1905.Parcels will be received at this Office until 4  
P.M. the day before sailing. The Contents and  
Value of all Packages are required.

For further Particulars, apply to

E. A. HEWETT,  
Superintendent.

Hongkong, 5th November, 1904.

## NORTHERN PACIFIC LINE.

## BOSTON STEAMSHIP COMPANY.

## BOSTON TOW-BOAT COMPANY.

Connecting at Tacoma with  
NORTHERN PACIFIC RAILWAY  
COMPANY.

## PROPOSED SAILINGS FROM HONGKONG FOR

VICTORIA, B.C. AND TACOMA.

VIA

MOJI, KOBE AND YOKOHAMA.

Steamers. Tons. Captains. Sailing.

Taran..... 8,615 G.D. Morrison Ab. Dec. 17

Tremont..... 9,606 T.W. Garlick Jan. 10

Lura..... 4,417 C.V. Williams Feb. 9

Plutade..... 3,753 F.G. Purington Mar. 4

† Cargo only.

Steamers marked (\*) have no second-class  
passenger accommodation.

## FOR MANILA.

The largest, steadiest, and most comfortable  
steamer for Manila.

Tremont..... 9,606 T.W. Garlick Abt. Jan. 2

CHEAP FARES, EXCELLENT ACCOMMODATION,  
ATTENDANCE AND CUISINE, ELECTRIC  
LIGHT, DOCTOR AND STEWARDESSE.The twin-screw S.S. "Shamshir" and "Tremont"  
have just been fitted with very superior accom-  
modation for first and second class passengers.  
The large size of these vessels ensures steadiness  
at sea. Electric fan in each room.Barber's shop and steam-laundry. Cargo  
carried in cold storage.

For further information, apply to

DODWELL & CO., LIMITED,  
General Agents.

Queen's Buildings.

Hongkong, 29th October, 1904.

## TUBORG BEER.

A FIRST CLASS PILSENER BEER,  
guaranteed free from Salicylic Acid,  
and any other Chemicals.Price \$10.50 per case of 48 bottles (quart  
or 6 doz. pints).

Special Prices for Quantities

Sole Agents:—

SIEMSEN &amp; CO.

Hongkong, 10th January, 1905.

## Consignees.

## NOTICE TO CONSIGNEES.

"GLEN" LINE OF STEAMERS.

FROM ANTWERP, MIDDLESBRO,  
LONDON AND STRAITS.

THE Steamship

"GLEN TURRET,"  
having arrived from the above Ports, Consignees  
of Cargo by her are hereby informed that their  
Goods are being landed at their risk in the  
Godowns of the Hongkong and Kowloon Wharf and  
Godown Company, Limited, Kowloon, where each  
consignment will be sorted out mark by mark,  
and delivery can be obtained as soon as the  
goods are landed.Goods not cleared by the 14th instant will  
be subject to rent.

No Fire Insurance will be effected.

All damaged packages must be left in the  
Godowns, and a certificate of the damage  
obtained from the Godown Company within  
ten days after the steamer's arrival, after which  
no claims will be recognised.McGREGOR BROS. & GOW,  
Agents.



## Intimation.

**CHAZALON & CO.**  
WINE AND SPIRIT MERCHANTS,  
AND  
GENERAL STOREKEEPERS.

(SUCCESSORS to G. GIRAULT)  
6, QUEEN'S ROAD CENTRAL.

WE beg to inform the Hongkong Public that, as we are supplied with WINES and SPIRITS *direct* from the *Growers* in France, we are in a position to supply these requisites of the *best quality* and at the *lowest possible prices*, thus defying competition.

### EXCEPTIONAL SAMPLE OFFERS.

Offers are made of Sample Cases of a dozen quart bottles each, containing the following :—

- 3 qt. bots. Bordeaux.  
3 " " Beaujolais (Burgundy).  
3 " " Vin Rosé.  
3 " " Pommard (Superior Burgundy).

at the exceptional price of \$12 per case.

CHAMPAGNE.

Important contracts having been entered into with Messrs. Moët and Chandon, of France, we are enabled to supply CHAMPAGNE of this Brand at the following advantageous prices :—

- |                    |                  |   |                   |
|--------------------|------------------|---|-------------------|
| Mousseux Blue Seal | } Moët & Chandon | { | \$38 per doz. qt. |
| White Star         |                  |   | 42 " " "          |
| Brut Impérial      |                  |   | 50 " " "          |

ALSO TRY OUR

BLACK and WHITE WHISKY.



- PRICES -

BUCHANAN BLEND \$12.50 per Case. BLACK AND WHITE \$16.50 per Case.  
ROYAL HOUSEHOLD \$20.50 per Case.

ARQUEBUSADE WATER  
OF THE

**HERMITAGE OF THE MARIST BROTHERS;  
OR IMPROVED VULNERARY LIQUOR.**

Invigorating, Stimulating, Hygienic, Aromatic, of an acknowledged and quite exceptional efficacy.

The Arquebusade Water, known and appreciated throughout the greater part of France and abroad, justifies more and more the great fame it has acquired.

### USE OF THE ARQUEBUSADE WATER.

**INTERNALLY.**—From two to three spoonfuls in a glass of cold water, pure or sweetened, after falls, bruises, cuts, fractures, luxation, tearing of tissues, faintings, burnings, swoons, plague and cholera. For the last two cases it must be taken pure, six spoonfuls at a time. Experience justifies its efficacy as a preventive remedy against mortification and quinsy. The dose may be repeated several times a day.

The same dose, in a glass of hot and sugared water, instantly removes the fatigue of either a journey or a walk, is a great appetizer and often prevents colds.

Taken in an infusion of melissa, hyssop, ground-ivy, or violets, it is an efficacious remedy against gripes, difficult digestion, pains in the stomach, &c.

Taken pure after meals it is salutary to old people by warming their stomach, rendered cold by age, and accelerates digestion; but it is less suited to nervous persons and children to whom it must never be given without being well diluted with water.

**EXTERNALLY.**—It is a capital remedy against sprains, cuts, bruises, excoriation, burnings, fractures, any fresh wound, danger of mortification; heating of the feet, irritation of the skin after a walk.

Whenever it is possible rub hard with this liquid. A compress is saturated with it and applied on the affected part which is kept moistened by sprinkling it with this Water.

In case of wounds, after the dressing made with the Arquebusade Water, sprinkle the compress with a mixture of the Liquor and fresh water in equal parts.

It is also very advantageously used in frictions and in compresses used in headache, rheumatic and neuralgic complaints. For these last it is good to warm somewhat the liquid before being applied.

The ARQUEBUSADE WATER is of public interest, approved and recommended by the most eminent physicians of France, commends itself to all those who are anxious about their health in these countries where plague and cholera make often dreadful havoc.

**PRICE**

|                |     |     |     |     |       |
|----------------|-----|-----|-----|-----|-------|
| The Litre      | ... | ... | ... | ... | 85.00 |
| The Half-Litre | ... | ... | ... | ... | 2.50  |

**CHAZALON & CO.**

## SHARE QUOTATIONS.

Supplied by Messrs. BENJAMIN, KELLY & POTTS. Corrected to noon; later alterations given under "Commercial Intelligence," page 5.

| STOCKS.  | NO. OF<br>SHARES. | VALUE.     | PAID UP.   | POSITION AS PER LAST REPORT.<br>RESERVE.                                   | AT WORKING<br>ACCOUNT. | LAST DIVIDEND.  | APPROXIMATE<br>PRESENT<br>QUOTATION. | CLOSING<br>QUOTATIONS.        |
|--|-------------------|------------|------------|--|------------------------|---|--------------------------------------|-------------------------------|
| BANKS.   |                   |            |            |  |                        |   |                                      |                               |
| Hongkong & Shanghai Banking Corporation                        | 80,000.           | \$125      | \$125      | {<br>£1,000,000<br>\$7,000,000<br>\$250,000<br>\$175,533<br>\$191,973<br>} | \$1,492,554            | { Div. of £110/- @ exchange 1/9. 15/16<br>\$16.41 for first half-year 1904.....   | 6 %                                  | { \$700 buyers<br>(London £69 |
| National Bank of China, Limited.                               | 99,925            | £7         | £7         | {<br>\$1,400,000<br>\$1,739<br>}   | \$21,668               | \$2 (London 3/6) for 1903   | 5 1/2 %                              | \$39 buyers                   |
| MARINE INSURANCES.   |                   |            |            |  |                        |   |                                      |                               |
| Canton Insurance Office, Limited                               | 10,000            | \$250      | \$50       | {<br>\$900,000<br>\$151,992<br>\$331,342<br>\$322,138<br>}                 | \$150,494              | \$17 for 1903   | 6 1/2 %                              | \$250 sales & b.              |
| China Traders' Insurance Company, Limited                      | 24,000            | \$83.33    | \$25       | {<br>\$1,000,000<br>\$151,992<br>\$331,342<br>\$322,138<br>}               | Nil.                   | \$4 for year ended 30.4.1903  | 6 1/2 %                              | \$61 buyers                   |
| North China Insurance Company, Limited                         | 10,000.           | £15        | £5         | Tls. 800,000   | Tls. 217,117           | Final of 10/- making £1 for 1903  | 7 1/2 %                              | Tls. 92 1/2 buyers            |
| Union Insurance Society of Canton, Limited                     | 10,000            | \$250      | \$100      | {<br>\$1,850,000<br>\$20,000<br>\$372,749<br>\$893,111<br>\$846,773<br>}   | \$2,078,997            | \$35 for 1903   | 5 1/2 %                              | \$640 sales                   |
| Yangtze Insurance Association, Limited                         | 8,000             | \$100      | \$60       | {<br>\$700,000<br>\$37,794<br>}  | \$486,284              | \$12 for 1903   | 8 %                                  | \$150 buyers                  |
| FIRE INSURANCES.   |                   |            |            |  |                        |   |                                      |                               |
| China Fire Insurance Company, Limited.                         | 20,000            | \$100      | \$20       | {<br>\$1,000,000<br>\$125,075<br>\$2,561<br>}                              | \$329,847              | \$6 dividend & \$1 bonus for 1902   | 8 %                                  | \$90 buyers                   |
| Hongkong Fire Insurance Company, Limited                       | 8,000             | \$250      | \$50       | {<br>\$1,770,288<br>}  | \$371,110              | \$22 1/2 for 1902   | 6 1/2 %                              | \$335 buyers                  |
| SHIPPING, TUG AND CARGO BOATS.                                 |                   |            |            |  |                        |   |                                      |                               |
| China and Manila Steamship Company, Limited.                   | 30,000            | \$25       | \$25       | none   | Dr. \$63,123           | \$5 for 1900  | ...                                  | \$24                          |
| Douglas Steamship Company, Limited                             | 20,000            | \$50       | \$50       | {<br>\$185,000<br>\$80,935<br>\$250,000<br>}                               | Nil.                   | \$3 for year ended 30.6.1903  | 6 1/2 %                              | \$34 1/2                      |
| Hongkong, Canton & Macao Steamboat Co., Ltd.                   | 80,000            | \$15       | \$15       | {<br>\$600,000<br>\$157,555<br>}   | \$16,362               | \$1 1/2 for first half-year 1904  | 10 1/2 %                             | \$29 1/2 buyers               |
| Indo-China Steam Navigation Company, Limited                   | 60,000            | £10        | £10        | {<br>£205,000<br>£100,000<br>}   | £5,853                 | 10/- for 1903 @ 1/10 5/16 = \$5.378   | 4 1/2 %                              | \$128 sellers                 |
| Shanghai Tug and Lighter Company, Limited.                     | 200,000           | Tls. 50    | Tls. 50    | none   | Tls. 55,541            | Interim of Tls. 2 for 1904  | 8 1/2 %                              | Tls. 50 1/2 sales             |
| Do. (Preference)   | 100,000           |            |            |  |                        |   | 8 %                                  | Tls. 49 buyers                |
| "Shell" Transport and Trading Company, Limited.                | 2,000,000         | £1         | £1         | {<br>£400,000<br>\$60,000<br>}   | £19,555                | Interim of 1/- (Coupon No. 4) for 1903  | 6 %                                  | 24/-                          |
| "Star" Ferry Company, Limited.                                 | 10,000            | \$10       | \$5        | {<br>\$60,000<br>\$15,093<br>}   | \$1,287                | { \$1.80 & b. 40 cts } for year ending 30.4.04<br>{ \$0.90 & b. 20 cts }  | 5 1/2 %                              | \$10                          |
|  | 10,000            | \$10       | \$5        | {<br>\$400,000<br>\$21,075<br>\$18,000<br>\$130,153<br>}                   | \$33,648               | \$5 for 2nd & 4-year making \$13 for 1903   | 8 1/2 %                              | \$150 sellers                 |
| Straits Steamship Company, Limited                             | 5,000             | \$100      | \$100      | {<br>\$400,000<br>\$21,075<br>\$18,000<br>\$130,153<br>}                   | \$33,648               | \$5 for 2nd & 4-year making \$13 for 1903   | 8 1/2 %                              | \$150 sellers                 |
| Taku Tug and Lighter Company, Limited                          | 30,000            | T.Tls. 50  | T.Tls. 50  | {<br>Tls. 98,000<br>Tls. 201,614<br>}                                      | Tls. 865               | Interim of Tls. 1 1/2 for 1904  | 10 %                                 | Tls. 30                       |
| REFINERIES.  |                   |            |            |  |                        |   |                                      |                               |
| China Sugar Refining Company, Limited                          | 20,000            | \$100      | \$100      | none   | Dr. \$147,717          | Interim of \$5 for 1904   | ...                                  | \$230                         |
| Luzon Sugar Refining Company, Limited.                         | 7,000             | \$100      | \$100      | none   | Dr. \$73,905           | \$3 for 1897  | ...                                  | \$6                           |
| Perak Sugar Cultivation Company, Limited                       | 7,000             | Tls. 50    | Tls. 50    | Tls. 100,000   | Tls. 1,456             | \$3 for 24 for year ending 30.9.03  | 4 1/2 %                              | Tls. 60 sales                 |
| MINING.  |                   |            |            |  |                        |   |                                      |                               |
| Chinese Engineering and Mining Company, Ltd.                   | 1,000,000         | £1         | £1         | {<br>£40,000<br>}  | £7,820                 | No. 3 of 1/6  | ...                                  | Tls. 6 1/2 buyers             |
| Raub Australian Gold Mining Company, Limited                   | 150,000           | £1         | 18/10      | {<br>£4,873<br>}   | Dr. £4,029             | No. 12 of 1/- = 48 cents  | ...                                  | \$5 buyers                    |
|  | 50,000            |            |            |  |                        |   |                                      |                               |
| Société Française des Charbonnages du Tonkin                   | 16,000            | Fcs. 250   | Fcs. 250   | {<br>Fcs. 251,337<br>Fcs. 1,520,652<br>}                                   | Fcs. 85,706            | Final of Fcs. 25 making Fcs. 55 for 1903  | ...                                  | \$490                         |
| Docks, WHARVES & GODOWNS.                                      |                   |            |            |  |                        |   |                                      |                               |
| Hongkong & Kowloon Wharf and Godown, Co., Ltd.                 | 30,000            | \$50       | \$50       | {<br>\$50,989<br>}   | \$28,015               | Interim of \$2 1/2 for 1904   | 4 1/2 %                              | \$115                         |
| Hongkong and Whampoa Dock Company, Ltd.                        | 50,000            | \$50       | \$50       | {<br>\$25,500<br>}   | \$505,471              | { \$6 dividend and \$2 bonus for first half-<br>year 1904   | 7 1/2 %                              | \$220 sellers                 |
| Howarth Erskine, Limited                                       | 12,000            | \$100      | \$100      | {<br>\$60,000<br>}   | ...                    | \$10 div. & \$5 bonus for 1903/4  | 6 1/2 %                              | \$200 buyers                  |
| New Amoy Dock Company, Limited                                 | 6,000             | \$6 1/2    | \$6 1/2    | {<br>\$35,500<br>}   | \$489                  | \$1 1/2 for 1903  | 6 1/2 %                              | \$27 1/2 buyers               |
| Riley Hargreaves & Co., Limited.                               | 6,000             | \$100      | \$100      | {<br>\$150,000<br>}  | \$40,936               | { \$10 div. and \$2 1/2 bonus } for 1903  | 6 1/2 %                              | \$110                         |
| Do. (Preference)   | 2,750             |            |            |  |                        | \$7 dividend  | 7 1/2 %                              | Tls. 182 buyers               |
| S. C. Farnham, Boyd & Co., Limited                             | 55,200            | Tls. 100   | Tls. 100   | {<br>Tls. 900,000<br>}   | Tls. 48,153            | Tls. 7 final = Tls. 12 for year end. 30.4.04  | 6 1/2 %                              | Tls. 137 1/2 buyers           |
| Shanghai and Hongkew Wharf Company                             | 12,000            | Tls. 100   | Tls. 100   | {<br>Tls. 487,210<br>}   | Tls. 22,895            | Interim of Tls. 4 for 1904  | 5 %                                  | Tls. 135 buyers               |
| Tanjong Pagar Dock Company, Limited                            | 37,000            | \$100      | \$100      | {<br>Tls. 50,913<br>}  | \$43,732               | First year  | 5 %                                  | \$240 sellers                 |
| Yangtze Wharf and Godown Company, Limited.                     | 2,500             | Tls. 100   | Tls. 100   | {<br>Tls. 6,000<br>}   | Tls. 1,760             | \$6 for 2nd half year 1903  | 9 1/2 %                              | Tls. 190 sales                |
| LANDS, HOTELS & BUILDING.                                      |                   |            |            |  |                        |   |                                      |                               |
| Astor House Hotel Company, Limited (Shanghai)                  | 30,000            | \$15       | \$25       | none   | \$9,989                | \$2 1/2 for year ended 30.6.1904  | 8 1/2 %                              | \$29 sales                    |
| Astor House Hotel, Limited (Tientsin)                          | 2,000             | T.Tls. 50  | T.Tls. 50  | {<br>Tls. 47,000<br>}  | Tls. 655               | Final of Tls. 4 making Tls. 9 for 1903  | 6 %                                  | Tls. 150                      |
| China Land and Finance Company, Limited                        | 6,000             | Tls. 50    | Tls. 50    | ...  | ...                    | Interim of Tls. 2   | ...                                  | Tls. 55                       |
| Hongkong Hotel Company, Limited                                | 12,000            | \$50       | \$50       | {<br>\$100,000<br>\$11,824<br>\$20,000<br>}                                | \$11,668               | \$5 for first half-year 1904  | 7 1/2 %                              | \$138 buyers                  |
| Hongkong Land Investment and Agency Co., Ltd.                  | 50,000            | \$100      | \$100      | {<br>\$500,000<br>}  | \$51,966               | Interim of \$6 for 1904   | 8 %                                  | \$148 sellers                 |
| Hotel des Colonies Company, Limited (Shanghai)                 | 9,000             | Tls. 25    | Tls. 25    | {<br>Tls. 13,985<br>}  | Tls. 680               | Tls. 0.87 1/2 for the year ending 31.3.1904   | 4 1/2 %                              | Tls. 20 sales                 |
| Humphreys Estate & Finance Company, Limited                    | 150,000           | \$10       | \$10       | {<br>\$200,607<br>}  | \$9,177                | 90 cents for 1903   | 7 %                                  | \$12 1/2 sales                |
| Kowloon Land and Building Company, Limited                     | 6,000             | \$50       | \$30       | {<br>\$50,000<br>}   | \$636                  | \$2.60 for 1903   | 6 1/2 %                              | \$39                          |
| Shanghai Land Investment Company, Limited                      | 52,000            | Tls. 50    | Tls. 50    | {<br>Tls. 800,000<br>Tls. 150,000<br>Tls. 17,144<br>}                      | Tls. 37,634            | Interim of Tls. 3 for 1904  | 7 %                                  | Tls. 120 buyers               |
| Tientsin Hotel des Colonies, Limited.                          | 1,400             | Tls. 50    | Tls. 50    | none   | Dr. Tls. 2,132         | Interim of Tls. 3 1/2   | ...                                  | Tls. 34 buyers                |
| Tientsin Land Investment Company, Limited                      | 7,726             | Tls. 100   | Tls. 100   | {<br>Tls. 54,626<br>}  | Tls. 325               | Interim of Tls. 3 for 1904  | 7 %                                  | Tls. 125 sales                |
| Wei-hai-wei Land and Building Company, Limited.                | 3,764             | Tls. 25    | Tls. 25    | none   | Tls. 5,150             | None  | ...                                  | Tls. 12 buyers                |
| West Point Building Company, Limited                           | 12,500            | \$50       | \$50       | none   | \$1,362                | Interim of \$1 1/2 for 1904   | 5 %                                  | \$60 sellers                  |
| COTTON MILLS.  |                   |            |            |  |                        |   |                                      |                               |
| Ewo Cotton Spinning and Weaving Company, Ltd.                  | 15,000            | Tls. 50    | Tls. 50    | none   | Tls. 11,655            | Tls. 4 for year ended 31.10.1903  | 16 %                                 | Tls. 24 buyers                |
| Hongkong Cotton Spinning, Weaving and Dyeing Company, Limited  | 125,000           | \$10       | \$10       | none   | \$22,862               | 50 cents for the year ending 31.7.04  | 4 1/2 %                              | \$11 buyers                   |
| International Cotton Manufacturing Company, Ltd.               | 10,000            | Tls. 75    | Tls. 75    | {<br>Tls. 30,098<br>}  | Tls. 88,034            | Interim of 3 % a/c 1898   | ...                                  | Tls. 20 sales                 |
| Laou-kuang-mow Cotton Spinning & Weaving Co., Ltd.             | 8,000             | Tls. 100   | Tls. 100   | none   | Tls. 15,500            | Interim of 4 % a/c 1898 on 6,000 shares   | ...                                  | Tls. 324 sellers              |
| Soy Chee Cotton Spinning Company, Limited                      | 2,000             | Tls. 500   | Tls. 500   | {<br>Tls. 5,658<br>}   | Tls. 26,389            | 4 % for 1897  | ...                                  | Tls. 150                      |
| CIGARS AND TOBACCO COS.  |                   |            |            |  |                        |   |                                      |                               |
| Alhambra, Limited  | 300               | \$200      | \$200      |  | \$779                  | nil   |                                      | \$100                         |
| Philippine Company, Limited                                    | 67,500            | \$10       | \$10       |  |                        | First year  | ...                                  | \$9 1/2                       |
| Shanghai-Sumatra Tobacco Company, Limited                      | 30,000            | Tls. 20    | Tls. 20    | {<br>Tls. 24,820<br>Tls. 25,000<br>\$250,000<br>}                          | Tls. 1,091             | Interim of Tls. 3   | 9 1/2 %                              | Tls. 66 buyers                |
| MISCELLANEOUS.   |                   |            |            |  |                        |   |                                      |                               |
| A. S. Watson & Co., Limited                                    | 60,000            | \$10       | \$10       | {<br>\$250,000<br>\$25,000<br>}  | \$2,883                | { Final of 50 cents making \$1 for 1903<br>First year   | 7 1/2 %                              | { \$13 1/2<br>\$12 1/2 sales  |
| Bell's Asbestos Eastern Agency, Limited                        | 8,604             | 12/6       | 12/6       | none   | £161                   | 6d. per share for 1903  | 5 1/2 %                              | \$5                           |
| Campbell, Moore & Co., Limited.                                | 1,200             | \$10       | \$10       | {<br>\$5,500<br>}  | \$550                  | \$3 for 1903  | 8 1/2 %                              | \$40 buyers                   |
| Central Stores, Limited  | 6,003             | \$15       | \$12       | {<br>\$20,000<br>}   | \$1,253                | Interim of \$1.20 for 1904  | 11 1/2 %                             | \$22 sellers                  |
| Do. (Founders)   | 123               |            |            |  |                        | None  | ...                                  | \$100                         |
| Do. (New Issue)  | 24,000            | \$15       | \$7 1/2    |  | First year             | Preferential of 7 per cent for 1904   | 6 1/2 %                              | \$8 sellers                   |
| China-Borneo Company, Limited.                                 | 60,000            | \$12       | \$12       | none   | Nil.                   | 60 cents for 1903   | 5 1/2 %                              | \$12 buyers                   |
| China Flour Mill Co., Limited                                  | 4,000             | Tls. 50    | Tls. 50    | {<br>Tls. 25,000<br>}  | Tls. 1,942             | Tls. 6 for 1903   | 9 1/2 %                              | Tls. 65 buyers                |
| China Light and Power Company, Limited                         | 30,000            | \$10       | \$10       | none   | \$3,739                | None  | ...                                  | \$10                          |
| China Provident Loan & Mortgage Company, Ltd.                  | 100,000           | \$10       | \$6        | {<br>\$55,000<br>}   | \$1,171                | 80 cents for 1903   | 8 1/2 %                              | \$9 1/2 sales                 |
| Dairy Farm Company, Limited                                    | 25,000            | \$7 1/2    | \$6        | {<br>\$55,000<br>}   | \$1,171                | \$1 1/2 for year ending 31.7.1903   | ...                                  | \$10 buyers                   |
| E. L. Mondou, Limited  | 7,000             | Tls. 50    | Tls. 50    | none   | Dr. Tls. 152,318       | Tls. 5 for 1902   | 7 1/2 %                              | Tls. 40 sellers               |
| Fraser and Neave, Limited                                      | 4,500             | \$50       | \$50       | {<br>\$12,500<br>}   | \$2,700                | \$5 div. and \$2 1/2 bonus for 1903   | 7 1/2 %                              | \$100                         |
| Geo. Fenwick & Co., Limited                                    | 6,000             | \$25       | \$25       | {<br>\$70,000<br>}   | \$10,517               | \$5.75 for 1903   | 7 1/2 %                              | \$47 sellers                  |
| Green Island Cement Company, Limited.                          | 100,000           | \$10       | \$10       | {<br>\$200,000<br>}  | \$32,115               | \$1.50 for 1903   | 4 1/2 %                              | \$35                          |
| Hall & Holt, Limited   | 21,000            | \$20       | \$20       | {<br>\$180,000<br>}  | \$13,104               | Final of \$1 1/2 making \$3 1/2 for 1903  | 11 1/2 %                             | \$31 1/2 sales                |
| Hongkong & China Gas Company, Limited.                         | 7,000             | £10        | £10        | {<br>£23,100<br>£3,000<br>}  | £7,625                 | { 1 div. and 2/- bonus for 1903<br>\$1.00 } for year ending 30.4.1904   | 6 1/2 %                              | { \$16 buyers<br>\$9 buyers   |
| Hongkong Electric Company, Limited                             | 30,000            | \$10       | \$5        | none   | \$1,747                | { \$1.00 } for year ending 30.11.1903   | 5 1/2 %                              | \$300                         |
| Hongkong High-Level Tramways Company, Ltd.                     | 1,150             | \$100      | \$100      | {<br>\$30,000<br>}   | \$4,283                | \$20 for year ending 30.11.1903   | 6 1/2 %                              | \$255                         |
| Hongkong Ice Company, Limited                                  | 5,000             | \$25       | \$25       | {<br>\$35,000<br>}   | \$5,844                | Interim of \$4 for 1904   | 7 1/2 %                              | \$140 buyers                  |
| Hongkong Rope Manufacturing Company, Ltd.                      | 10,000            | \$50       | \$50       | {<br>\$50,000<br>}   | \$8,395                | \$10 for 1903   | 7 1/2 %                              | \$214 buyers                  |
| Hongkong Steam Waterboat Company, Limited.                     | 7,500             | \$10       | \$10       | none   | \$1,548                | Interim of 70 cents   | 6 1/2 %                              | \$204 buyers                  |
| Katz Brothers, Limited   | 10,000            | \$100      | \$100      | {<br>\$375,000<br>}  | \$21,581               | First year  | 9 1/2 %                              | \$135 buyers                  |
| Lane, Crawford & Co., Limited (Shanghai)                       | 2,500             | \$100      | \$100      | {<br>Tls. 334,660<br>}   | Tls. 27,187            | \$13 for 1903   | 8 1/2 %                              | \$140 buyers                  |
| Maatschappij tot Mijn- en Landbouw-<br>exploitatie in Langkat. | 25,000            | Gs. 100    | Gs. 100    | {<br>Tls. 11,141<br>}  | \$803                  | Final of \$7 making \$12 for year end. 29.2.04<br>3rd quarterly of Tls. 10, paid 15.9.04<br>making 50 far Tls. 30, a/c 1904 | 13 %                                 | Tls. 320 buyers               |
| Maynard and Company, Limited.                                  | 3,400             | \$10       | \$10       | none   | \$831                  | \$2 for year ended 31.10.1903   | 7 1/2 %                              | \$26 sales                    |
| S. Moutrie & Company, Limited                                  | 4,000             | \$50       | \$50       | {<br>\$5,000<br>}  | \$831                  | Final of \$3 making \$5 for the year ending<br>30.6.04  | 9 1/2 %                              | \$55 sellers                  |
| Shanghai & Hongkong Dyeing and Cleaning Co., Ltd.              | 1,200             | \$50       | \$50       |  |                        | First year  | ...                                  | \$50                          |
| Shanghai Gas Company, Limited                                  | 16,000            | Tls. 50    | Tls. 50    | {<br>Tls. 100,000<br>Tls. 108,172<br>}                                     | Tls. 7,548             | Interim of Tls. 3 1/2 for 1904  | 8 %                                  | Tls. 105                      |
| Shanghai Horse Bazaar Company, Limited                         | 5,400             | Tls. 50    | Tls. 50    | {<br>Tls. 45,000<br>}  | Tls. 10,247            | Tls. 5 for 1903   | 5 %                                  | Tls. 100 sellers              |
| Shanghai Pulp and Paper Company, Limited                       | 4,500             | Tls. 100   | Tls. 100   | {<br>Tls. 10,000<br>}  | Tls. 3,288             | Interim of Tls. 6 for 1904  | 7 1/2 %                              | Tls. 155 buyers               |
| Shanghai Waterworks Company, Limited.                          | 7,200             | £20        | £20        | {<br>Tls. 120,000<br>}   | Tls. 7,369             | Interim of 15/- for 1904  | 7 1/2 %                              | Tls. 387 1/2 buyers           |
| Singapore Dispensary, Limited                                  | 600               | \$50       | \$50       | {<br>\$6,000<br>}  | \$800                  | \$5 for year ended 31.7.1903  | 7 %                                  | \$70                          |
| South China Morning Post, Limited                              | 6,000             | \$25       | \$25       | none   | Dr. \$39,020           | None  | ...                                  | \$7 nominal                   |
| Steam Laundry Company, Limited                                 | 5,000             | \$5        | \$5        | none   | \$3,644                | 60 cents for year ended 31.5.04   | 8 1/2 %                              | \$7                           |
| Straits Ice Company, Limited                                   | 2,000             | \$10       | \$10       | {<br>\$45,000<br>}   | ...                    | First year  | 9 %                                  | \$165 sales                   |
| Straits Trading Company, Limited                               | 250,000           | \$10       | \$10       | {<br>\$650,000<br>}  | \$93,403               | { \$1 div. and 25 cents bonus for half-year<br>ended 30.9.1903  | 7 %                                  | \$388 sellers                 |
| Tebrau Planting Company, Limited                               | 20,000            | \$5        | \$5        | none   | Dr. \$42,551           | None  | ...                                  | \$14 buyers                   |
| Tientsin Native City Waterworks Company, Ltd.                  | 2,941             | Tls. 100   | Tls. 100   | none   | Tls. 413               | Tls. 2 for half year  | 6 1/2 %                              | T.Tls. 110                    |
| Tientsin Waterworks Company, Limited.                          | 2,000             | T.Tls. 100 | T.Tls. 100 | {<br>Tls. 15,259<br>}  | Tls. 667               | Final of Tls. 4 making Tls. 8 for 1903/4  | 6 1/2 %                              | T.Tls. 130                    |
| United Asbestos Oriental Agency, Limited                       | 9,000             | \$100      | \$100      | {<br>\$20,000<br>}   | \$480                  | 90 cents for year ended 31.5.1904   | 10 1/2 %                             | \$91 buyers                   |
| Do. (Founders)   | 100               | \$10       | \$10       | {<br>\$20,000<br>}   | \$480                  | \$2 for 1903  | 10 1/2 %                             | \$91 buyers                   |
| Watkins, Limited   | 10,000            | \$10       | \$10       | {<br>\$30,000<br>}   | \$588                  | Final of 50 cents making \$1.20 for 1903<br>year ending 30.6.1904   | 11 %                                 | \$11 sellers                  |
| William Powell, Limited  | 12,000            | \$10       | \$10       |  |                        |   |                                      |                               |

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Hongkong, 21st October, 1904.

# The Hongkong Telegraph.

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### NOTICE

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### BIRTHS:

On the 23rd October at Singapore, the wife of I. M. THOMAS of the Straits Trading Coy., Polo Brand, of a daughter.

On the 25th September, born to Mr. and Mrs. CHAS. W. SERVICE, of the Canadian Methodist Mission, at Kiating, a daughter.

On the 17th October, at Wei Hien, Shanghai, the wife of Rev. E. W. BURT, M.A., Eng. Baptist Mission, of a daughter.

On the 19th October, at Tanjong Pagar, Singapore, the wife of J. GRAHAM, of a daughter.

On the 1st October, at 87, Ivema Court, Kensington West, London, the wife of J. H. P. PERRY, of a daughter.

On the 2nd November, at Shanghai, the wife of D. WILLARD LYON, of a son.

On the 2nd November, at Shanghai, the wife of C. E. SPARKE, of a daughter.

On the 2nd November, at Shanghai, the wife of J. H. HINTON, of a daughter.

On the 4th November, at Shanghai, the wife of THOS. J. ROCHF, of a son.

On the 7th November, at 5, MacGregor Road, Shanghai, the wife of Captain HUGH MAC TIGHE, of a daughter, Frances Danielson.

### MARRIAGE.

JORDAN—ORMSBY-DALY.—At St. Joseph's Chapel, on November 7th, at 3 p.m., by the Rev. Father R. Kelly, of the bride, assisted by Rev. Father Augustine, GREGORY PAUL JORDAN, M.D., C.M., M.R.C.S., to MARION JOSEPHINE ORMSBY-DALY, daughter of the late Joseph Ormsby, of Dublin.

### DEATHS:

On the 3rd November, at No. 20 Wilkie Road, Singapore, W. W. NORRIS, late Clerk, General Post Office.

At his residence, 14, St. Francis' Yard, CHAN A TONG, Government Contractor, aged 59 years, funeral to-morrow at 3 p.m. Friends are invited to attend.

On the 5th November, at the General Hospital, Shanghai, Mrs. Helen S. MAYERS, aged 26.

## The Hongkong Telegraph

MAIL SUPPLEMENT,  
ISSUED GRATIS TO SUBSCRIBERS.

HONGKONG, SATURDAY, NOVEMBER 12, 1904.

### PORT ARTHUR.

(7th November.)

Ever since Japan revealed her startling superiority both by land and sea over the army and navy of Russia, the habit has grown of mapping out the future course of the campaign into a complacent series of foregone conclusions. Last Thursday was the birthday of the Emperor, and those who are acquainted with the supreme devotion possessed by all the Japanese towards their sovereign, felt there was a potent significance in the announcement that the Mikado's army would choose this anniversary for the final struggle around the Russian stronghold at Port Arthur. At the present moment we believe that it will fall into the hands of its besiegers in a few days' time, and that the fighting, so far as the Liaotung Peninsula is concerned, will be at an end. It is universally admitted that the situation is desperate, and reports from Tokio represent the Japanese as confident of their ability to capture it without much delay, and this despite the fact that General Kuropatkin recently declared that the stronghold was impregnable and that the fortress was prepared to stand a siege for two years. The Japanese, however, have discounted the boast of impregnability, and from the news conveyed in the Consular telegrams forwarded to us, by Mr. M. Noma, it is apparent that the end is very near. The troops of the Mikado are now within the inner defences and nearing the hill of Btshan which, in their war with China, ten years ago, was considered the key to Port Arthur, and once it was taken the other neighbouring defences would become untenable, and the whole fortress would be at the mercy of the besiegers. This position, from the left, commanded a gap between the Etse plateau and the inland extremity, and on the right its approaches were covered by the guns of a strong fort built on the summit of Pine Tree Hill, which, in the official telegram, is referred to as Songshushan. This is the western buttress of the ridge, a most important point, situated just above the new town and commands the bridge connecting the old and new towns, besides the whole harbour. Proceeding along the crest of the sickle-shaped curve of hills are forts at Ehlungshan, and Tunkikwanshan which have now been silenced. It is the great counterescarp of these places that the right and central columns of the Japanese army have occupied after another hand-to-hand encounter, and no doubt with the next few days will come tales of terrible carnage which, during the course of the present campaign, it has been the duty of the military commanders to make. General Stoessel has declared that the whole garrison down to the last man is resolved to defend Russia's bulwark in the Far East to the last drop of blood. That the price in terms of human life which will be paid for alleviating the delay and suspense at Port Arthur will, when the final statistics are prepared, prove exceedingly high does not admit of much doubt. The slaughter ten years ago is terrible to recall, but Port Arthur is now equipped with very different defences and occupied by a very different garrison. Japan will capture it at all costs, and is prepared to lose 45,000 or 100,000 in front of the fortress. As an instance of the carnage that has been wrought one has only to refer to the fighting which took place between the 19th and 23rd September, when it was clear that the fury with which both sides fought had never been surpassed in the annals of warfare. It has already been shown that at Ehlungshan the Japanese went so far as to climb up the almost vertical wall of a fort by the use of the holes made by their shell fire, and that they will gnaw through mine wires with their teeth in their endeavours to get within the stronghold. There is a desperate determination, and while they are without doubt meeting with a stubborn resistance the troops of the Tzar are said to be growing disheartened. Nevertheless, General Stoessel is grimly determined to hold out, and is said to be encouraging his men by urging that so long as 1,000 men remain alive the honour of Russia demands the defence of the fortress and stating that he himself would rather die than surrender. General Flock is rumoured to have declared that he is in sympathy with this declaration and should his superior submit to surrender he would rather kill him and personally take command than agree to such disgrace. But that Port Arthur must yield, either to direct assault or to the

pressure of hunger, seems inevitable, and any hour now may bring news of its fall. It has been a great siege and one upon which both armies have reason to be proud.

### THE PUBLIC HOUSES.

(8th November.)

A glance at the records of the cases set for hearing by the Magistrates at the Police Court, will show the increasing number of disgraceful and degrading scenes that occur on our public streets, significantly enough within but a very short distance from the lower class of so-called "hotels," with which the town doth too much abound. It was only the other day that we reported the case of a sailor who was so intoxicated and riotous in the street that it was necessary to arrest him; but his arrest was only effected, after a fiendish fight, by the combined efforts of a sergeant and four Chinese constables, with the assistance of two passing soldiers. Again, there is seldom a day passes without its quota of "drunks" before the Magistrates, chiefly drawn from the beach-comber classes, who stop pedestrians, play on their feelings with pitiful fictions, and then proceed to the nearest drinking den, to exchange the coin they have wheedled from their too soft-hearted victims, for cheap vile liquor, with the inevitable result that they go to swell the already swollen ranks of ne'er-do-wells in the gaol and in the House of Detention. It is frequently remarked by the Inspectors of Police, in the open Court, that the House of Detention is too good for these men, as they are allowed their freedom during several hours a day, with the intention of giving them an opportunity to look for work. But how many of the hordes that inhabit the House really do seek employment? Scarce one in a hundred. No; they stand at the street corners, and when no policeman is in sight, they beg, and the proceeds of their mendicancy goes to swell the ill-gotten gains of the proprietors of these drinking dens which are but too common and numerous about our principal streets, with the result that they go to fourteen days' hard labour, and become a drain upon the community of this Colony. The causes of it all are not far to seek. They are twofold: one is the total absence of a workhouse, the ease and freedom of the House of Detention making it too attractive to the ruffians who are dumped in our midst from neighbouring colonies, and the undesirables who desert their ships while in port; and the other reason is the superabundance of drinking establishments of the lower class, which, considering the size of the Colony, are far too numerous. There are certainly fairly stringent laws in force to regulate the licensing of these "pubs"; but conditions show that it would be to the promotion of the peace and welfare of Hongkong were those laws even more stringent than they are, so that many of the worst of their kind might be weeded out and closed permanently, with no chance of the same proprietors ever again having an interest in the same line of business in this Colony. There is, no doubt, a "black list" kept by the police; but it would be well that any insertion of a name on that list would once and for all suffice to bar its owner from ever being licensed here again. It is invariably noticed that the police act with much toleration and forbearance when dealing with the drunken men their duty calls upon them to remove from the streets, seldom resorting to violence, until all other methods of persuasion have failed; but there are times and cases in which a little less *sans-serif* in *modo* and a little more *fortiter* in *re* might come to the ridding of our streets of intoxicated loafers, who make walking therein in certain quarters of the town, after dusk especially, a most unpleasant experience.

### THE RIGHT OF SEARCH.

(9th November.)

Lord Lansdowne's assurances to the London Chamber of Commerce that Russia has met the representations of Great Britain in a conciliatory spirit does not ring with quite so true a note as it would have done had there been no other incidents of a like unpleasant nature during this war. It will be remembered that we were led to expect rather more profound apologies after the *Malacca* incident than were actually put forward. Apologies, moreover, are small compensation in trade, and assurances that they will not occur again should be backed up by immediate steps taken to prevent the possibility of their recurrence, and such steps have not been conspicuously energetic in the opinion of a good many of us. That Lord Lansdowne should understand that Russian Naval commanders had recently been furnished with instructions encouraging them to exercise their rights in

less vexatious manner than hitherto is good news and we trust Lord Lansdowne has good foundation for his beliefs; but it would have been more satisfactory to the Nation at large if he could have given us a more positive assurance that the flag would be treated with greater respect than it would seem to have been the case. Vexatious is surely rather a mild word for international difficulties of the kind and would imply that the manners of the officers themselves rather than their orders had been at fault. No one who has met and talked with Russian Naval officers will accuse them of want of courtesy and, indeed, in the *Malacca* incident, the behaviour of the officers from all accounts was what one would have expected. They had, of course, their instructions and their duty was not a pleasant one for officers of any nationality, but it was courteously performed. We would ask, however, whether, supposing the absolute right of search is admitted, there is any reason for a ship to be delayed while the search is going on. Surely, it is quite possible for the ship to be allowed to proceed in company with the men-of-war until they are satisfied one way or another. Lord Lansdowne goes on to say that the Government was not able to find any ground for the suggestion that Russia had favoured German ships as compared with British. This is surely not the point; it would be a poor consolation to be told that if one country submitted to indignities we should for that reason submit to them ourselves. Passengers and freight under the British flag have, up to the present time, enjoyed privileges won for them under that same flag and there was a time when it was respected throughout the world. What we would have liked Lord Lansdowne to assure us would have been that the whole Nation were to understand that their own rights would not be interfered with for the future and that the Russian Naval Commanders had received instructions through their Government as to how far those rights extended.

### PRESIDENT ROOSEVELT.

(10th November.)

For some time past, it has been clear that the Democratic papers in the United States were waging the presidential campaign, just brought to a close by the re-election of Mr. Theo. Roosevelt by an overwhelming majority, largely upon the personalities of the two candidates. According to the *Literary Digest* Judge Parker was pictured as the defender of the Constitution, and President Roosevelt as a reckless Hotspur who would ride roughly over all restraints and precedents. Rarely, says a Cleveland journal, has there been a national contest in which the presidential candidate of either party was so completely the platform of his party. The pre-eminence of the Roosevelt nomination was never doubted, and where the personal issue was involved party spirit must agree in according him the preferential right which is now given him of four years more in the White House. President Roosevelt's character has been described as an open book. Above all things he is frank, open, and unequivocal. From the first he has taken the country into his confidence, and in turn the country gives its full confidence to him. Impulsive?—yes, but with an unerring instinct for the right. Self-reliant?—yes, but with the anchor of supreme loyalty to duty. Original and unique?—yes, but with the safety of fixed and sure ideals. He has in exalted measure the great fundamental virtues, truth, purity, uprightness, patriotism, and courage. He is as brave as a lion and as honest as the daylight. He has a lofty ideal of the public service and is faithful to its standard. He measures up to the mark of duty himself, and is rigid in his expectations of those around him. He belongs to the rare type of men endowed with the genius of great and arduous achievement. Men compare him, not inaptly, with Emperor William, and his vivid personality inspires the untrained tribute, perhaps excessive, of such sober historical students as James Bryce. However observers differ in their estimates, none fail to recognize his powerful individuality, his instant perception, and his vital, vivid action.

### SUGAR CULTIVATION IN THE PHILIPPINES.

(11th November.)

The restrictions which the American Government have thought fit to place upon commercial enterprise in the Philippines, has probably had much to do with the depressed state of trade everywhere acknowledged to exist to-day throughout the Archipelago. The Philippines are well known to be admirably suited to the profitable production of sugar, and Mr. Eber C. Smith of the Philippine Exposition Board has been

bitterly lamenting the supineness and lack of appreciation of the immense possibilities accruing from scientific sugar cultivation on the part of the U. S. Authorities both at home and on the spot. In the first place, sugar as at present cultivated loses at least thirty per cent. of its value by reason of the coarse manner in which it is treated; for, apart from a total absence of knowledge of the cane, and growing the same, it is hollid in open kettles, which even after a good crop results in the loss of the above-mentioned alarming percentage of sucrose. It is admitted on all hands that the conditions and climate are unique for the profitable growing of sugar cane. Although at present some efforts are being made, by the Bureau of Forestry and Agriculture, to introduce new varieties of cane, particularly from the Sandwich Islands, in order to strengthen and improve the somewhat attenuated native article, yet, until Congress sees fit to remove the tariff from Philippine sugar, the industry must ever remain weakly and of little or no account. The leading advocates of the promotion of sugar cultivation in the Philippine Islands suggest the leasing of public lands in localities favourable to sugar production for a lengthy term, by which means it is thought capital and enterprise would join hand in hand and make Philippines sugar an article capable of competing with that of the best sugar-exporting countries. It is notorious that by far the greater part of the sugar consumed in America is exported from other countries, so that it is patent that, with even the slightest Governmental encouragement, a great industry can and would be promoted in the Islands, which, it is furthermore urged, would be quite independent of anything in the way of bounties.

### TELEGRAMS.

#### OPERATIONS AT PORT ARTHUR.

Mr. M. Noma, Consul for Japan, has kindly forwarded to us the following telegram:—  
Tokio, 5th Nov., 9.55 p.m.  
The commander of the Port Arthur Army reports that the right, and a part of the central column occupied at sunset on Oct. 30 the crest counterescarp of Sungshushan, Ehlungshan, Tunkikwanshan, and north forts, and destroyed some of the enemy's flankers' outer trenches.  
The other part of the central column, despite the enemy's fierce fire, assailed and carried, at 2 p.m., the fort situated between Panlungshan and Tunkikwanshan north forts. The Russians repeated counter-assaults against this fort and we lost it at 10.30 p.m.  
But General Ichiashe successfully re-occupied it at 11 p.m., when he captured three field guns, two machine guns, three cases, many other trophies, and found forty Russians dead. The left column captured on the same day Kobuyuna fort, situated north-east of Tunkikwanshan.  
On Oct. 31 we attacked the harbour shipyard with large calibre and naval guns, hitting the *Giyak* several times and sinking two steamers.  
On Nov. 1, two steamers in the western harbour, about 3,500 tons each, and on Nov. 2, another about 3,000 tons, were sunk. A violent explosion, probably a powder magazine, was heard twice at the north end of the city. We commenced at noon on Nov. 3 a heavy bombardment with Naval guns against the shipyard and other places east of the harbour, where fire broke out at 12.15 p.m., raging till 4 a.m.  
On the same day our bombardment with large calibre guns inflicted considerable damage on the fort.

### "HONGKONG TELEGRAPH" SERVICE.

#### U. S. PRESIDENTIAL ELECTION.

(From Our Own Correspondent.)

LONDON, 9th November.

Theodore Roosevelt has been re-elected President of the United States by an overwhelming majority.

#### UNITED SERVICE LODGE

##### OFFICERS ELECTED.

At the regular meeting of the United Service Lodge, No. 1,341, held on Tuesday night in the Masonic Hall, Zealand Street, the following officers were elected for the ensuing year:—  
Bro. H. Baker, Worshipful Master.  
Wor. Bro. H. E. A. Holle, Treasurer.  
Bro. J. Vanstone, Tyler.

#### PUBLIC COMPANIES.

It is notified in the *Gazette* that at the expiration of three months from the 29th ult. the following Companies will, unless cause is shown to the contrary, be struck off the register and the companies will be dissolved, viz:—  
The China Ginger Manufacturing Co., Ltd.  
The Ramie Fibre Co., Ltd.  
The Weikhai Mining Syndicate, Ltd.  
The Hongkong Marine, Ltd.  
The Stonely Gold Prospecting Co., Ltd.  
The Hongkong Building Materials Co., Ltd.  
The Heung Sing Steamboat Co., Ltd.

### STABBING AFFAIRS.

AT THE SAILORS' HOME.

On Tuesday, the 9th inst., a portion of the crew, representing many nations, was paid off, and adjourned to the Sailors' Home, in Queen's Road. On the same night a brawl occurred in which two men got badly cut up by a Spaniard.

It appears that a man, named Hendrika, member of the paid-off crew, was standing in the Home when some of his comrades saw a Spaniard, named Valotte Miquet, put his hand into Hendrika's pocket, with the evident intention of picking it. One of the comrades bearing the name of John Brown went to put a stop to the Spaniard's criminal intent, when the latter, seeing he was observed, drew a knife and made a lunge at John; cutting him on the neck by the collar bone, but fortunately not inflicting a very serious wound. Feeling himself wounded John, who held a knitted cane in his hand, swung round and hit his assailant over the head with the cane, cutting his nose, blacking both eyes, and bruising his lips, with one single blow. Other friends of John then came up to investigate the cause of the disturbance, when Valotte made a back-handed swing of his knife and caught another man named Moses Edward Smith, cutting him down the right side of the face from the temple to the neck, just missing the temple artery and the ear. The latter was removed to Hospital for treatment. On raising an alarm the police appeared on the scene, and seeing them approaching, Valotte threw his knife into the sea, and tried to make a bolt, but was captured and taken to a custody. When he was searched at the station 530 were found in his pocket, and no less than five of the men in the *white* put in claims for the total amount each. Inspector Collett placed the culprit before Mr. Hazeland this morning, and the wounded man was allowed out of hospital for the day to give evidence. Valotte said he did not know much about the affair, but did not intend to hurt any one. Three months' hard labour.

### IN POTTINGER STREET.

On the same night, and at about same time, two Chinese abnormals in Pottinger Street, got "full up" with *samsu*, and started to quarrel. The words were changed to a singularly coarse, for to enforce his arguments one of the disputants snatched up a cobbler's knife lying near, and proceeded to cut up his adversary. The first blow, however, sufficed, for it inflicted a nasty gaping wound across the victim's abdomen, from which he bled profusely, and the police being summoned, the man was removed to the Government Civil Hospital for treatment. This morning Inspector Gourlay placed the slasher before Mr. Kemp; when, evidence of the arrest having been given, and the knife with which the deed was done having been produced, the case was remanded until the prosecuting witness is well enough to appear to give his testimony in the case. The wound in the victim's abdomen is considered a very dangerous one.

### CORRESPONDENCE.

(We do not necessarily endorse the opinions expressed by Correspondents in this column.)

### CHARITY.

TO THE EDITOR OF THE "HONGKONG TELEGRAPH."  
SIR,—In a letter to the *China Mail* last night some one must have stirred up the feeling of the wealthy and middle classes by his or her appeal for subscriptions towards another hospital in the East End of London. I think the occasion most opportune and that subscriptions to the Scotch Hall be increased and that the cost of decorations, wines and all other expensive luxuries be kept as low as possible in order to have a handsome balance, to place to the people of Hongkong. As the preparations for this yearly ball is so well on the way, there is, to my mind, no reason why it should not be considered a perfect success by the subscribers in knowing that they are paying the "Piper" for two purposes, i.e., one a good evening's dance, and the helping a deserving hospital at home. Those who are not St. Andrew Ball-goers can, and I hope will, not fail to augment this balance in aid of the Hospital fund.—Yours, &c.,  
HONGKONG, 8th November, 1904.

TO THE EDITOR OF THE "HONGKONG TELEGRAPH."  
SIR,—Charity begins at home is an old proverb, and if "Helper," who so pleadingly advocates the cause of London Hospitals, visited No. 14 Ward of the Government Civil, he would find some deserving cases of broken-down health, whose sole desire is to go home. As sailors their means are very often exhausted before they get there, and if they have any left it soon goes in hospital fees, being fed and nursed at the expense of Government with the hope of being able to ship them to some other part of the world. We have, also the "Beachcomber" always with us and encared for only by the Police. Why not get up a public subscription as an act of charity and build a model lodging-house to be placed under police supervision? It would be more hospitable to these unfortunate than the new buildings in course of construction on Praya Central, which shelter a good many of them now. "London East" may be requiring additional hospitals. So does Hongkong. Yet I don't see why charitable enthusiasts should attempt to mar Scotch patriotism on the only night in the year they invite all their friends to have a "good time" by thoughts of gruesome hospitals clogging up in rear of their diversion. I would suggest to "Helper" to try the "hat trick" and go round the ball-room about 11 p.m. when the sound of revelry is at its height. There he would have the opportunity of spreading his mission to others than St. Andrew's followers and could drop his own name as a nucleus to the good cause he advocates.—Yours, etc.,  
HONGKONG, 9th November, 1904.

### A PUBLIC NUISANCE.

TO THE EDITOR OF THE "HONGKONG TELEGRAPH."  
SIR,—I beg permission, through the medium of your valuable paper, to call the attention of the powers that be to the system adopted by some of the residents of Loo Wee Fong and St. Francis Street, namely, the depositing of house refuse and rubbish in the drain channels and on the footpaths around the houses during the night. The stench at times is almost unbearable and constitutes an intolerable nuisance that should be stopped. I banking you in anticipation for the insertion of this letter by thus bringing the nuisance to the notice of the proper authorities.—I remain, etc.,  
ONE OF THE RESIDENTS,  
Hongkong, 9th November, 1904.

## INTERPORT CRICKET.

## HONGKONG v. SHANGHAI.

## SHANGHAI WINS THE TOSS.

The long-looked-for and much-discussed interport cricket match opened the week this morning at 10.30, on the Cricket Club's ground. The weather was fair, and the pitch in the pink of condition; but there was a slight haze hanging about, the sky being somewhat heavily overcast. Otherwise it was an ideal day for such a contest as has now begun. By ten o'clock the Pavilion, which was just completed in time for the season's match, was crowded with members of the Hongkong Cricket Club and their guests in the visiting teams, while several other temporary makeshift pavilions, erected for the accommodation of the ladies and their escorts, were soon filled. In the south-eastern corner was erected a refreshment booth, with seats above for the accommodation of spectators, while below tiffins and light refreshments were served. Thronging of gaping coolies lined the railings, and monkey-like, chattered about what they did not understand; while here and there were groups of Chinese of the better classes, who appeared to take an intelligent interest in the game in progress, and running all around were small boys distributing the *Hongkong Telegraph* match cards broadcast over the field.

As soon as all was ready for the fray, Mr. A. G. Ward and Mr. A. MacKenzie, the umpires, formally inspected the pitch and the wicket, and that over, R. Hancock, captain of the Hongkong team, and F. W. Potter, captain of the Shanghai team, came upon the ground and tossed for first place at the wickets, Potter, for Shanghai, winning the toss. There was a short pause here, as it was found that Mr. T. Sercombe Smith had not put in an appearance; but he was not long in doing so, and the first ball was sent spinning on its way at 10.50 precisely.

V. H. Lanning and H. R. Parkes were sent in first, the whole "gallery" giving them tremendous cheers as they took up the positions. Lanning at the west and Parkes at the eastern end of the pitch. Lumsden then opened the mat with the first ball which Parkes sent flying to the boundary. Lumsden was in fine fettle and sent his balls in such style as seemed to put Lanning on his mettle, and Pearce nearly got him over a spoon ball. Bird then sent a slow straight ball, which Lanning played to; but Arthur was too smart for his return and stumped him, ten runs being his score. W. H. Moule then went to the wickets, but Lumsden kept him uneasy during the over. In the next over Parkes, Bird bowling, drove his ball away beyond the screen, and fell well up two. This he followed up with a slogging drive sending his ball clear over the top of the eastern corner. Then some smart batting followed from both ends; but the fielding was too good for too much execution, the home team missing nothing that came in their way. Moule sent a smasher to leg, and the score stood at thirty as the result. Smith just loosing the ball. Pearce here made a clever stop on a slasher from Moule, the spectators giving him full credit for his smartness, by vociferous applause.

R. Hancock then took Bird's place at the western end, and Moule had a narrow squeak of being stumped off Hancock's first ball. Moule then began to feel quite at home with Hancock, and sent his balls swinging through the slips and soon had forty up on the board. Lumsden was putting in some good swift shots, but the bat was always ready for them as they came along, and they failed to reach the bats. Moule easily sending his ball away to the boundary, while Hancock was giving Parkes a hot time, until he spun up a ball, and then Heath secured a neat catch, Parkes resigning his place for 25. Lumsden then gave way to Pearce, the fast bowler, T. Wallace replacing Parkes. Wallace was not long in pulling up the score to fifty, which he did with a clasher to the off; but his reign did not last a great while, as Pearce got in a ball which he lifted, giving Bird a fine catch in the slips, the score standing then at 61, ten being off Potter's bat.

Turnbull then went in Wallace's place, and played a shrewd game after a narrow shave of a catch off Pearce's well-placed ball, and then started in to swell away over the ground, which he speedily followed up with a swing to the off boundary for four, and so the score stood at eighty. Moule was holding his own against all kinds of balls, yet he did not manage to put in any great scoring shots, though he played a steady careful game, and at last was rewarded with a four for a well-knocked shot to leg, immediately capping it with a similar stroke, and hauled up the score to 92. Hancock then went for Turnbull, the result being a maiden; but in the next over Turnbull sent his ball to the off, and was justly cheered for his "put."

Dixon then relieved Hancock on the west, Turnbull sending his second straight into the slips for a single, and Moule followed with a hit to square-leg for a couple. Moule was the next out, falling to Pearce's ball at 99. He just touched a rising ball, and Smith in the slips secured it. He had played a very useful innings of 40. C. V. Lanning then came up, and a bye sent the score to the century. A sweeping drive by Turnbull sent a Dixon ball away to the Pavilion.

Lumsden then relieved Pearce again, and sent down a maiden. The time was now 12.15 p.m., and as the old clock-tower chimed the quarter, His Excellency the Governor, Sir Matthew Nathan, K.C.M.G., and party arrived on the scene, his arrival being notified by the unfurling of the Union Jack from the venetian mast outside of the marquee which had been reserved as the Governor's box, and to which His Excellency immediately repaired to view the game in progress.

Turnbull was keeping things going in style and mounting up the score, sending the ball all over the ground, a special drive to the Pavilion provoking much applause for his excellent batting.

Lanning appeared to be playing a waiting game, and was not to be drawn. R. Hancock here had a bit of a mishap. Running in to catch a ball off Turnbull's bat, he unfortunately stumbled just as he got the ball and lost it. It was a very difficult catch. Turnbull continued to drive his balls wherever he liked, and had plenty of work for the fielders all round. Lanning got in a fine boundary, but unfortunately shortly after got his leg in front of a good straight flyer from Dixon, and he left the wicket with 12 to his credit.

C. G. Dew then entered the lists, and promptly put his ball from Dixon to leg for four, a good opening, and he and Turnbull had soon pulled up the score to 150, Dew again getting in a boundary.

T. Sercombe Smith now relieved Bird at the booth end, his shots being pleasantly returned by Turnbull and Dew alternatively, Dew now playing a very fine game. When the score touched 160, Hancock took the place of Dixon at the Pavilion end, and at this time an unpleasant drizzle commenced, which at first looked threatening but did not develop into anything. Turnbull sent Hancock's first straight

at the Pavilion and Lumsden came near scoring a catch. The luncheon interval was now announced by the changing of the bell, the score chalked up being 165 for six wickets.

## AFTER LUNCHEON.

The game was resumed at 2 p.m. in a slight misty drizzle. Bird started with an over, when R. Hancock going on, Dew placed his ball on the boundary, but Bird's second ball being spooned by Dew, Arthur secured a neat catch, Dew going on for 24, total score being 189 for seven wickets. S. Wallace succeeded Dew and both Turnbull and he played carefully and cautiously, and a drive by Turnbull to the off boundary was smartly stopped and returned by Sercombe Smith. Wallace soon made himself in evidence with a couple of neat drives to the off, the score mounting to 180. Arthur was putting in some smart work behind the wicket, and did not allow anything to escape him. All kinds of bowling seemed to come alike to Turnbull, who was in one of his best scoring humours. He was playing a delightfully free innings and made what was excellent bowling appear but poor stuff. Wallace was caught in two minds with one of Hancock's deliveries which broke in considerably from the off, the ball going for a bye. Turnbull, playing forward to Bird, was nearly stumped by Arthur shortly after. Wallace was evidently bent upon hitting with plenty of vigour, but the fielding of the home team was very keen and runs were difficult to obtain. Turnbull made a couple of vigorous drives to the off in succession and the plaudits of the spectators. Heath and Burnie both ran together for the first—a possible but hard—chance. Pearce went on at 190 instead of Bird, having his customary four men in the slips. The rate of scoring was kept down somewhat, but both men appeared to be at ease with their deliveries. Heath and Hancock again consulted, and Dixon went on vice Hancock at the Pavilion end, and Turnbull soon got to work at the new bowler and placed him nicely between third man and cover bringing up the score to 200 at twenty minutes to three o'clock. Turnbull again drove Dixon past the sight screen on the wooden side of the ground for four, a moment later repeating the stroke amidst loud applause.

The attendance by this time had greatly increased, the ground being lined around the rails with a strong muster of spectators, mingled with a sprinkling of the naval and military element. Very few members of the gentler sex were, however, present.

Wallace turned Dixon prettily to leg for a couple. He was not to be tempted by Pearce, and played a straight bat to him. Turnbull still continued driving and cutting lustily, but at length, with his score at 82, his middle stump was disturbed by Dixon. The score now read—226 for eight wickets.

Drummond followed. Lumsden went on again, and off his first ball Wallace fell to a catch by Bird at point. The score was now 228 for 9 wickets. S. Wallace having contributed 20. As the last man, Drummond went to the wicket, the Band of the Mahatras stuck up a lively air. The partnership was short-lived, however, for Drummond was snappily by Hancock off Lumsden when he had scored 2, Drummond being not out. The innings had thus totalled 229 runs.

## HONGKONG GOES IN.

While the wicket underwent the rolling process the Band of the Mahatras played selections. The home team entered upon their innings at 3.25, some amusement being caused by a terner accompanying the batsmen to the wicket. R. Hancock and C. M. G. Burnie were first associated. Dew was Shanghai's first bowler Hancock, taking the delivery and sending him to the rails for 4. Burnie opened his score with a single off Dew.

Dunman was bowling from the Pavilion end, and sent down a medium left hand off break to Burnie, who notched a single off it. Hancock sent him twice in succession to the rail, for four and soon gave evidence that he was in good form. Burnie was playing cautiously at the outset and seemed content to let Hancock do most of the scoring. Hancock brought up the 20 with a hard carpet drive to long off and then lifted Dew out of the ground at square leg for a "sixer." Burnie made a dangerous stroke towards point off Dew, but no one was near enough, and he cut the next through the slips for a single. A few moments later he made a beautiful leg hit to the off boundary for 4, amidst applause. Burnie made mother fuky hit to point when facing Dew, but was again favoured by fortune. Hancock was laying the wood on with a will, and Parkes was applauded for a smart stop at mid-on. The game was stopped hereabouts for a short period while Hancock procured a fresh bat.

Potter now took the ball from Dew and Hancock soon put a couple to his credit with a forward drive off this bowler. Dunman, on more than one occasion, had Burnie in difficulties, but Hancock was playing a most attractive game, clean hitting being the predominant feature, and the score was slowly raised to 40 with both wickets still intact. Burnie snickered Potter to leg for a single, Hancock soon after following his example. Lanning now relieved Dunman at the Pavilion end, and Hancock scored a couple of singles off him, followed by a cut off the balls to the boundary, and brought up the fifty. With the score at 57 Burnie was secured in the slips by Dew off Potter, having contributed 16.

The next man in was Heath, and he put in a good drive, which was well returned, while Potter's good length balls, and splendid fielding combined to keep the scores down.

A ball from Lanning went to the rails for a couple of byes and brought up the total to 60. Heath was playing a sound game with Hancock, but runs were coming in slowly, owing to Shanghai's good fielding. Heath, when the score was 70, turned a ball to Lanning, who made the best of the opportunity. Result: Two for 70; Heath, 3.

Dixon filled the vacancy taking his first over from Potter, who was getting a considerable amount of work on the ball, which appeared to get off the pitch in a manner somewhat disconcerting to the batsmen on occasion. Hancock only half got hold of the ball from Lanning, which went round to leg; but a single resulted. Hancock evoked some applause hereabouts by a pretty glance to leg off Lanning. Dixon was playing a steady game, his scoring being principally singles. Another catastrophe for Hongkong was in store, Hancock losing his wicket to a beautiful bailer from Potter, when he had scored 48. Three down for 76.

Pearce was next in, and Dixon signalled his advent by a nice drive on the off boundary for four. Pearce was not destined to stay long, as, touching a ball from Lanning, he was caught in the slips by Potter for a single. Four wickets were now down for 81, and things were looking none too bright for Hongkong. Lieut. Airt then followed. He did not seem at home with Potter. Dixon offered a difficult chance to Dew in the slips, which was not availed of and immediately after banged another to the off boundary. Airt got one away to the leg boundary and brought the 90 on the board; but both batsmen appeared to be trying to keep their ends up in preference to scoring. Dixon opened his shoulders to Lanning and sent him to the on for three. Airt cut one from Potter into Wallace's hands, but it was too hot for him to hold. Both batsmen were

treating the bowling with great respect, and the light appeared to be getting somewhat uncertain.

The time ball went with the score standing at 96 for 4. Snaps were drawn at 5.15.

## SECOND DAY.

The morning of the second day of the interport match opened with the sky dull and overcast, and rain threatening at every moment. Overnight a small quantity of "moisture" had descended, but not sufficiently so to do any damage to the wickets; if anything it had rather benefited.

## AT THE NETS.

Prior to the teams taking the field Messrs. Lumsden and Dixon were to be seen at the nets putting in some vigorous practice, and one or two of the Singapore men were likewise applying a little "oil" to their bearings. Hongkong had a deal of leeway to make up, having lost four wickets overnight, and being in a minority of 135.

## HONGKONG RESUMES.

At twenty minutes to eleven Dixon and Airt, the overnight not-outs, took up their positions at the wickets again. Lanning sent down the first over, and off his second ball Dixon put a single to his credit. Airt then faced the bowler, and contented himself with playing forward cautiously. Potter went on at the eastern end, and sent down a "maiden" to Dixon. Airt snickered one through the slips off Lanning, and brought the hundred up. Dixon now warmed to his work, and drove Lanning prettily to the on for four, amidst cheering. An appeal was made by the wicket-keeper against Airt off Potter, but the decision was given in favour of the batsman. Lanning was getting a lot of pace on the ball, and was difficult to play. Dixon snickered him through the slips for a single. He then got under one from Potter, however, and smashed it to the off for a couple. Another appeal was made, this time against Dixon; but he still retained his position. Both men were playing careful cricket, but were not letting any opportunity of scoring escape them, Dixon laying the wood on vigorously. Dixon drove one from Potter hard past the bowler, which he jumped at, but could not reach, and it went to the screen, a smart return, however, only allowing of a single being scored. Runs were coming but slowly, singles being the predominant feature. Lanning put Potter to leg nicely for four amidst applause. Turnbull met with the approval of the spectators for a smart piece of fielding at mid-off, Dixon shortly after putting Lanning away through the slips for a couple. These Airt put Lanning nicely away to the rails with a leg glance. Dixon got going again with a hard carpet drive in front of the wicket to the screen, but it was smartly returned, and only a single resulted. Dixon then drove Potter to the on boundary, and the score mounted to 130. Dew now went on in place of Lanning at the Pavilion end, and Dixon drove his first ball to the off boundary, and loud cheering. Both men were playing sound cricket. Airt gave a hard chance to Turnbull, fielding at point, but he did not reach it in time. Dixon batted Dew to leg again for four. Then he got a "life," striking a ball to mid-off, which Dunman, after patiently waiting for it, considerably allowed to escape through his hands. Hard lines on Pot. r. 140 was now on the board. Potter was making the ball get up in a nasty fashion, and it needed a lot of watching. Dixon cut him through the slips, and Wallace lifted to stop the ball, which served and travelled to the boundary.

Airt next made a sensation by landing one from Dew outside the ground on to the rails, lines for a "sixer." Both men were well set, and apparently had taken the measure of the bowling.

A slight stoppage was here made while the batsmen partook of refreshment. W. H. Moule now took the ball from Potter, and off his second ball, Airt made a dangerous stroke behind the wicket or a single, and Dixon then drove him to the off for a couple. The Shanghai fielding, however, was very close, and 150 was now on the board. Airt put Dew nicely to the on for a couple.

A heavy cloud of smoke from the Naval Yard now hung over the ground, and did not improve the light. Dixon put three more to his credit off Moule. Matters had now considerably brightened for Hongkong, and 160 was telegraphed. Dixon gave Moule a hard chance from a return, but it was too hot to hold. Both men were stealing runs, and an overthrow put 170 on the board, after which Dixon put another boundary to his total. Airt turned Dew nicely to leg, Dixon with a forward drive sent the ball to the sight screen, and 180 was signalled.

Turnbull now went on for Dew, and Airt sent his first ball to the on boundary for a "fourer." The men at this time seemed to have the Shanghai bowling tied into a knot. Dixon was now going in fine style, and again smashed Moule to the boundary. Dixon put another brace to his credit off Turnbull, which sent up the second century at ten minutes to twelve. The partnership had yielded over a hundred in an hour and ten minutes.

All danger of following on had long since passed, and both over men now opening their shoulders and hitting with plenty of vigour. Potter here went on, vice Moule, and Dixon gave another difficult chance to Turnbull, who could not reach it in time.

The attendance, which was small at the outset, had by this time considerably increased, including a good muster of the military element. Coolies were busy stringing rows of Chinese lanterns around the ground, in readiness for to-night's fest.

The partnership was at last broken by Turnbull, who batted Airt when he had made 47—a most valuable contribution at a critical period. Five wickets down for 208.

Lumsden filled the vacancy, and opened his scoring with a single off Turnbull. Dixon next sent Potter to long-off for four, Lumsden did not appear to be playing any too confidently. With the score at 214 he was caught at the wicket off, Turnbull, having scored but a couple. Six for 214.

H. Hancock next partnered Dixon. It was evidently Dixon's day-out, and he was giving a delightful exhibition of free-hitting. Another disaster was shortly to befall Hongkong, however, for Dixon touched a rising ball from Potter, and Drummond secured another victim in the rear of the wicket. Dixon had contributed an invaluable 85, compiled in an hour and a half. Seven for 214.

Sercombe Smith followed, and to celebrate his advent Hancock lifted Turnbull over the rails into Queen's Road for six. Smith made a fluky stroke behind the wicket off Potter, but escaped.

Hancock was not destined to stay long, for when he had scored 7, he was snapped at the wicket by Drummond off Potter, 223 for seven wickets.

Arthur was the next man in. Smith was playing in a very uncertain fashion, and had several narrow escapes; but at length he got Turnbull away to leg for four; and shortly after carried the total past that of Shanghai with a lusty hit to the on boundary, amidst loud cheers. Arthur opened his account with a couple of singles, and then sent another from Turnbull to the pavilion. Potter was bowling well, and both men were treating him with respect.

At 3.30 Lanning went on for Turnbull at the pavilion end, and Arthur notched a single off him with a hard forward drive. Smith then spiking one to square leg, and bringing 240 on the board. Smith spooned one from Potter dangerously near Turnbull. Arthur snickered one from Lanning to the on for a couple, and sent the next to the off boundary for four. The next he lifted clean into the pavilion, amidst applause, and 250 was telegraphed. He was still bent on hitting, out, and lifted Lanning on to the rail-lines for six, scoring 16 in the over. Another fluky stroke by Smith, and Turnbull got his right hand to the ball, but could not hold it. Again Arthur lifted Lanning out of the ground for six, and brought 260 on the telegraph, following it up by a push forward for a single. He next devoted his attention to Potter and turned him to the Pavilion for four. His stay was destined to be cut short, however, for when his score stood at 3 he tamely returned one into Potter's hands. Nine wickets down for 267.

Bird was next in with Smith. Lanning's first ball to Bird went to the boundary for byes, and when Bird sent on the on for four, 270 appearing on the board. The tiffin ball sounded with nine wickets down for 271, Smith and Bird being still together.

Bird could do nothing with his fast deliveries, and was completely beaten time after time, making futile slashes into space. Lanning had gone on at the eastern end in place of Potter, and sent down his first over to Smith. Off his fourth ball Smith skied a ball over his wicket, and Drummond added another to his tally of victims. Smith had scored to by means of most erratic cricket. Bird was not out.

The innings had realised 274, Hongkong thus leading their rivals by 45 runs. At 2.30 Shanghai again took a turn with the Parkes and V. H. Lanning being first in. Lumsden opened the trundling for Hongkong. Lanning opened with a single with a single, and Parkes shortly after followed suit. Hancock went on at the eastern end, his first ball rising awkwardly and grazing Lanning's jaw. Lanning twined one off the wicket from Lumsden nicely to leg for four, and after a couple more had been added the ball went to the boundary as the result of an overthrow.

At this juncture the hand of the 3rd Burma entered the ground, and took up their position in the north-east corner. Lumsden scored a single with a late cut off Lumsden, and the ten was hoisted. The home fielding seemed a trifle lax hereabouts. The wicket appeared to be wearing somewhat, and the ball was getting up in an awkward fashion. Hancock was bowling well, and runs were difficult to obtain off him. The game was somewhat tedious and scoring was slow, singles being the leading feature so far, both men showing extreme caution. Parkes scored a risky single to leg off Lumsden, and Lanning followed with a nice stroke to the on, which brought up 30 on the board after half-an-hour's play. Parkes smashed one from Lumsden well to the on, and opening out a trifle, sent the next ball with a forward drive along the carpet to the screen, but only a single resulted. Parkes with a hit to square leg brought up the 30, but soon relaxed into inactivity again. Parkes made a risky glance to leg off Hancock for a single.

Pearce went on now in place of Lumsden at the Pavilion end, Parkes snickered a single off his first to the off.

Dixon relieved Hancock at the other end, Parkes taking the first over, but the double change did not increase the rate of scoring. The forty was up at a quarter past three, but the cricket was as tedious as ever. Parkes lifted a ball from Pearce into the long field, where Airt was waiting. It looked as if Airt would get it, but he failed to hold it. Hancock could not get under it. At this moment—half-past three—the Band of the 93rd Burma struck up "God Save the King" as H.R. the Governor entered the ground.

The ball still continued to bump in a most erratic fashion and both batsmen sustained some nasty body blows. When fifty was on the board Lanning returned one to Dixon, who made no mistake and enclosed his account for him. Lanning had scored 20. One wicket for 53.

Moule did not appear particularly at home with Bird's slow, but at length drove him well to the on boundary, and sent the 70 up. He followed this with a forward drive past the screen to the on boundary, W. H. Moule followed. Bird went on at the pavilion end in place of Pearce. Parkes got him away for four to leg from the first ball, and scored a couple of singles. Another wicket soon fell, Dixon finding his way to Parkes' stumps when he had scored 36. Two for 62.

T. Wallace was the in-coming batsman, and faced Dixon. Off Dixon's second ball he was caught in the slips by Smith before he had scored. Three for 62.

Potter the skipper of the team, succeeded and stood up to Dixon, the first ball going to the boundary for 2. The last ball of the over he turned to leg for a brace.

At this moment smoke from the Naval Yard again partially eclipsed the view of the play.

Moule appeared to be playing the bowling with ease, although not scoring fast.

Potter gave a half chance to Lumsden at mid-off, and then returned one to Dixon who made no mistake with it, this being his fourth victim. Potter had scored two. Four for 74.

Following are detailed scores—

SHANGHAI, 1ST INNINGS.

|  |     |
|--|-----|
| F. W. Potter, (Capt.) c Arthur, b Pearce | 10  |
| W. J. Turnbull, b Dixon                  | 81  |
| W. H. Moule, c Smith, b Pearce           | 20  |
| H. R. Parkes, c Heath, b R. Hancock      | 25  |
| C. E. Dunman, not out                    | 1   |
| C. G. Dew, c Arthur, b Bird              | 24  |
| V. H. Lanning, st Arthur, b Bird         | 10  |
| C. V. Lanning, lbw, b Dixon              | 12  |
| T. Wallace, c Bird, b Pearce             | 2   |
| S. M. Wallace, c Pearce, b Lumsden       | 10  |
| J. Drummond, c R. Hancock, b Lumsden     | 2   |
| Extras                                   | 12  |
| Total                                    | 229 |

HONGKONG, 1ST INNINGS.

|   |     |
|---|-----|
| R. Hancock, (Capt.) c and b Potter      | 48  |
| L. Heath, c and b Lanning               | 3   |
| J. T. Dixon, c Drummond b Potter        | 81  |
| W. F. Lumsden, c Drummond b Turnbull    | 25  |
| H. Hancock, c Drummond b Potter         | 7   |
| T. E. Pearce                            | 1   |
| H. Arthur, c and b Potter               | 33  |
| R. E. O. Bird, not out                  | 5   |
| J. O. Airt, b Turnbull                  | 47  |
| T. Sercombe Smith, c Drummond b Lanning | 10  |
| C. M. G. Burnie, c Dew, b Potter        | 16  |
| Extras                                  | 17  |
| Total                                   | 274 |

SHANGHAI, 2ND INNINGS.

|                                     |     |
|-------------------------------------|-----|
| F. W. Potter, (Capt.) c and b Dixon | 3   |
| W. J. Turnbull, c Airt, b Dixon     | 1   |
| W. H. Moule, lbw, b Bird            | 21  |
| H. R. Parkes, c Dixon, b Bird       | 36  |
| C. E. Dunman, not out               | 1   |
| C. G. Dew, c Lanning, b Bird        | 7   |
| V. H. Lanning, c and b Dixon        | 20  |
| O. W. Lanning, c Dixon, b Smith     | 16  |
| T. Wallace, c Smith, b Dixon        | 6   |
| S. M. Wallace, not out              | 8   |
| J. Drummond, not out                | 2   |
| Extras                              | 14  |
| Total                               | 138 |

| BOWLING ANALYSIS. |      |    |    |    |
|-------------------|------|----|----|----|
| HONGKONG.         |      |    |    |    |
|                   | O.   | M. | R. | W. |
| Lumsden           | 11.4 | 2  | 41 | 2  |
| Bird              | 16   | 2  | 41 | 2  |
| Hancock (R.)      | 13   | 3  | 41 | 1  |
| Pearce            | 11   | 4  | 35 | 3  |
| Dixon             | 15   | 3  | 47 | 2  |
| Smith             | 1    | 0  | 9  | 0  |
| Hancock (H.)      | 1    | 0  | 1  | 0  |

| SHANGHAI.     |    |    |    |    |
|---------------|----|----|----|----|
|               | O. | M. | R. | W. |
| Dew           | 13 | 1  | 48 | 0  |
| Dunman        | 6  | 0  | 21 | 0  |
| Potter        | 34 | 12 | 53 | 5  |
| V. H. Lanning | 21 | 2  | 73 | 3  |
| W. Moule      | 6  | 0  | 34 | 0  |
| Turnbull      | 19 | 4  | 28 | 2  |

## THE HONGKONG TEAM.

A few individual details as to the men composing the Eleven will be of interest.

H. Hancock—Will no doubt captain the team. Is the safest bat Hongkong possesses. Is especially strong in his driving and cutting to the off. An old Interport player. Scored 94 against Singapore in 1901 and 68 against Shanghai. Last year's score against Shanghai.

Bowls a right-hand medium pace ball with a break from the off. Usually goes on first change. Fields in slips.

Lieut. Lumsden—One of the best men in the team. A good performer with both bat and ball. Will probably open the home innings with Hancock. Is a powerful hitter on the off, made 149 against Shanghai last year. Will no doubt be relied upon to do most of the tunding. Bowls a medium fast right-hand over-the-cricket ball, with an off break. Excellent field in the slips.

Lieut. Heath—A very strong bat, powerful hitter, particularly on the off. Is a brilliant field at cover point.

H. Hancock—Equally capable in both departments of the game. Is a strong hitter. Bowls a slow right-hand ball, with an off break. Fields at third man and deep field. Played last year against Shanghai, and put in some smart fielding. Has played for Kobe against Yokohama on two occasions, on each of which he scored over 100. Is a safe catch.

T. Sercombe Smith—The veteran of the team. Has played for the last 12 or 13 years in Interport cricket. A very steady all-round man, and sure catch. A careful bat. Bowls a slow right-hand ball which comes up quickly off the pitch, with a break to the off. Fields at extra cover.

J. T. Dixon—Probably the best all-round player in the team. Bowls a medium fast right-hand ball over the wicket, but meets with a certain amount of bad luck. Is a solid bat, and scores freely all round the wicket, his favourite stroke being a drive to the off boundary. Can field anywhere, a certain catch; never misses. Played last year at Shanghai.

R. E. O. Bird—A left-handed bat and bowler. Sends down a slow ball just above the wicket. A somewhat uncertain bat. Generally fields in the slips—usually a safe catch. Played last year.

Airt—Got his place for his brilliant fielding. Is equally good either at third man or in the deep field. Throws in strongly and accurately. Is a moderate change bowler, with a slow right arm off-break delivery.

Burnie—A new man. A steady, patient bat, and a good field at mid-off. Is apt to take matters a trifle too leisurely when fielding. Arrived here last Saturday so is probably a trifle out of practice. Very good when in form. Is a reliable bat. Has rendered invaluable service to Hongkong on more than one occasion with the bat. Has taken part in the last five Interports.

T. E. Pearce—A good steady bat, with varied strokes all round the wicket. Is a good right arm off-break bowler, medium fast. A brilliant field anywhere. Will probably figure at point on Friday. A safe catch. Also played last year at Shanghai.

The team chosen to play again Shanghai will not necessarily be the same against Singapore.

## THE SHANGHAI TEAM.

Subjoined is a general description of the players coming from the Northern port for

## THE KING'S BIRTHDAY.

## GENERAL REJOICING.

To-day His Most Gracious Majesty, King Edward VII, of Great Britain and Ireland, and the British Dominions beyond the seas, Emperor of India, has attained his sixty-third birthday, and Hongkong has rejoiced and put on its gala dress of bunting. The Royal Standard was hoisted at Government House, Military and Naval Headquarters, and at Headquarters House. The Government, and many private offices were closed, as were also the schools throughout the Colony. The ships in the harbour made full display of their flags, all being dressed from stem to stern, while several of the foreign Consuls displayed the British flag alongside those of their own country. The usual Royal salutes were fired both ashore and afloat, while at noon the members of the Consular Corps in Hongkong called at Government House, to offer their congratulations and pay their respects to H.E. the Governor, on behalf of His Majesty. All offices and shops which were not closed in the morning put up their shutters at noon.

It was a happy inspiration which led H.E. Major General Villiers Hutton to order the parade for the morning instead of the evening as heretofore, as this gave all concerned a better chance of holiday-making, and judging by appearances all around, they did not fail to take full advantage of the opportunity, while the ricksha and chair coolies, to say nothing of the Electric tram, must have reaped a perfect harvest, if even, the former did not understand why!

To-night His Excellency the Governor gives an official Birthday Dinner-party, at Government House, after which he will be "At Home" to welcome all callers. Many private dinner parties are also set for this evening.

## THE GARRISON PARADE.

Never perhaps in its annals did the Happy Valley present such a gay and brilliant appearance in the early hours of the day as it did this morning when all Hongkong appeared to turn out to witness the Garrison Parade held in honour of the birthday of His Most Gracious Majesty, King Edward VII.

In command of the troops was H.E. Major General Villiers Hutton, C.B., who was accompanied by his staff, comprising Captain E. S. Ward, A.D.C. Major A. A. Chichester, D.S.O., C.S.O., Major R. J. Ross, D.A.Q.M.G., and Lieut.-Col. F. E. Kent, O.C.R.A.

The Naval Brigade consisted of 322 men from H.M.S. *Vengeance*, under the command of Commander Gaunt, R.N., Lieut. Moir, commanding the seamen, and Capt. Harris, R.M.A., commanding the marines.

The whole body of the forces, naval and military, presented a very smart and workmanlike appearance, and executed the movements mentioned below with excellent precision, while the volume of cheers literally rent the heavens.

To-day being the day appointed for celebrating the anniversary of the Birthday of His Majesty King Edward VII at this station the Royal Standard was hoisted at Headquarters House, and the Union Flag on board the hospital ship *Ward*.

A Royal Salute was fired from the Saluting Battery in conformity with the Royal Warrant. The troops in Garrison paraded as strong as possible on the Happy Valley, drawn up in line facing S.W. and parallel to the racing track, at 12 paces interval, with bayonets fixed, in order of precedence of Corps, at 9.45 a.m.

Naval Brigade.  
Royal Garrison Artillery.  
Royal Engineers.  
1st Sherwood Foresters.  
H.K.S.B.R.G.A.  
Hongkong Volunteer Corps.  
110th Mahratta Light Infantry.  
9th Burmah Infantry.  
114th Mahrattas.

The Naval Brigade was on the right of the line; Regiments of the Indian Army being on the left of the Volunteers.

The 15 pounders of the H.K.S.B.R.G.A. were on the track on the right of the line. Bands were massed in rear of the centre under the Bandmaster of the 1st Sherwood Foresters.

The General Officer Commanding, H.E. Major General Villiers Hutton, was accompanied by his staff, and a trumpet (detached by the O.C.R.A.) They met him near the Golf Club at 9.45 a.m. The Garrison, Police and Local Company Royal Engineers, kept the ground under the direction of the Garrison Sergeant Major.

Adjutants and Markers were on the ground at 9.10 a.m.

Officers attending the Parade as spectators wore "Review Order" White.

The P.M.O. made the necessary Medical arrangements, and the C.R.E. arranged for the saluting flags and flagstaff in conjunction with the C.O.O.

The O.C.A.S.C. provided the Royal Standard which was unfurled on the arrival of His Excellency the Governor on the ground, which took place punctually at 10 a.m. H.E. being accompanied by Captain H. Smith, and Hamilton Bhadrha Sha.

The following were the movements executed. Officers Commanding units gave the Executive word of Command for each movement on the last sound of a "G" from the Trumpeter. The preparatory word being given by the General Officer Commanding.

(a) Division came to attention and sloped arms.  
(b) Division—Royal Salute—Present Arms.  
(c) Division sloped arms. Inspection by H.E. the Governor.  
(d) Division fixed bayonets and sloped arms.  
(e) Division—Royal Salute—Present Arms.  
(f) Division sloped arms.  
(g) Division ordered arms.  
(h) Division removed head dresses.  
(i) Division gave 3 cheers, taking the time from the General Officer Commanding and ringing cheers they were.

(k) Division marched past in column and afterwards formed up in line of quarter column, on original alignment, at 12 paces interval.  
(l) Officers and Colours took post in "Review Order."  
(m) Division sloped arms.  
(n) Division advanced in "Review Order." Bands started playing on last sound of "G."

(o) Division halted.  
(p) Division Royal Salute—Present Arms.  
(q) Division sloped arms.  
(r) Division ordered arms.  
(s) Troops returned to Barracks, on the conclusion of these movements.

After the inspection by H.E. the Governor, His Excellency took up his position by the Royal Standard, and the first seven guns of the Royal Salutes boomed out from the 15 pounders of the H.K.S.B.R.G.A., which was followed by the first round of a *feu-de-joley*, by the whole of the troops, the band, playing the first part of the National Anthem.

He was repeated until the 21st guns had completed the salute and the troops the third round of the *feu-de-joley*, the band, finally playing the National Anthem right through in good style.

The final march past was executed in splendid style, all the units moving as one man, the Naval Brigade being especially remarkable for

the good form displayed. The Royal Standard, at the saluting base, it was remarked, made a poor showing, as the flagstaff was much too short, so that in the result, there being but the light breeze blowing, and not sufficient to float it in the air, the corner dragged on the ground—scarcely a fitting resting place for the Royal Standard! Everything else went well, and without a hitch, and proved a very imposing and impressive function.

To-morrow, Thursday the 10th inst., will be observed as a holiday by the troops in Garrison, and Headquarters Offices will be closed except for business of a pressing nature.

## HONGKONG GENERAL CHAMBER OF COMMERCE.

At a monthly meeting of the general committee of the Hongkong Chamber of Commerce, held in the Chamber Room, St. George's Building, on Wednesday, 9th October, at 3.30 p.m., present—Mr. E. A. Hewett (Chairman), D.R. Law (Vice-Chairman), Hon. W. J. Gresson, Messrs. A. Haupt, N. A. Sieb, I. R. Smith, R. C. Wilcox, A. G. Wood, Hon. R. Shewan (ex officio), and A. R. Lowe, Secretary.

The minutes of monthly meeting held on 9th ultimo were read and confirmed.

QUARANTINE.  
It was reported that the Hon. Colonial Secretary had courteously informed the Chamber of the removal of quarantine restrictions against arrivals from Hongkong by the authorities at the ports of Singapore, Saigon, Batavia, Newchwang and Bangkok.

The Chairman referred to the correspondence regarding the stringent restrictions at Newchwang, and it was agreed to let the matter drop in view of the extraordinary circumstances in which the authorities were placed this year.

Further correspondence was read, and it was decided to recommend the Government to bring in Zone Time on the 1st January, 1905. The Secretary was authorised to publish the whole correspondence.

CURRENCY QUESTION.  
The correspondence relating to the recent joint letter to the Diplomatic Corps at Peking from the Chambers of Commerce at Shanghai, Tientsin and Hongkong was read and passed for publication.

PARIS SANITARY CONVENTION.  
The copy of the new Convention on which the Government have asked the Chamber to give their opinion regarding its adaptability for use in Hongkong was discussed at some length and referred to a Sub-Committee for further report.

REGISTRATION OF CHINESE PARTNERSHIPS.  
Further discussion took place on the above subject, and the matter was again adjourned until the next meeting.

NEW OFFICES.  
The Chairman said that this was the first occasion they had met in the new offices, which would be found more convenient under existing conditions in which to transact the business of the Chamber than the old room; but the Committee would not doubt experience a feeling of regret in vacating the room in the City Hall, which had been occupied for 34 years, and in which so much good work had been done for mercantile interests of the Colony by their predecessors.

It was resolved that the settling of the terms of the three years lease of the two offices retained by the Chamber from Messrs. Shewan, Tomes and Co. should be left to the discretion of the Chairman or Vice-Chairman and Mr. A. R. Lowe (Secretary), who are empowered to sign the lease.

THE CURRENCY PROBLEM.  
The following correspondence has passed between the Chambers of Commerce and the foreign Representative at Peking on the subject of China's currency.

Hongkong, 28th May, 1904.  
Sir, I have the honour to refer you to the correspondence which passed last year between your Chamber and the Hongkong Chamber in relation to the presentation of a petition to the Diplomatic Corps at Peking regarding that Body to urge on the Chinese Government the imperative necessity of taking steps to establish a uniform National Coinage throughout China as a first step towards the institution of currency arrangements of a less fluctuating character than those at present in use.

The importance of not allowing this matter to pass into oblivion was referred to by the members of this Chamber at their recent Annual Meeting, and my Committee are anxious to know whether your Chamber is willing to make further joint representations to the Diplomatic Body at Peking with the object of urging it to a course of action of a more determined nature than a mere expression of sympathy as was the case last year.

Awaiting the favour of an early reply.—I have, &c.

A. R. LOWE, Secretary.  
Leslie J. Cubitt, Esq., Secretary, General Chamber of Commerce, Shanghai.

The Secretary of the Shanghai General Chamber of Commerce replied that his Committee were fully in accord with the Hongkong Committee in thinking it desirable to keep the question of currency reform constantly before the Diplomatic Body at Peking, and he sent for consideration a draft of letter, having for its object the asking of the Diplomatic Body to the necessity for definite action.

This letter was slightly amended by the Hongkong Committee to meet their views, and they suggested that a copy should be forwarded to each member of the Diplomatic Body. The letter was as follows:—

(Enclosure.)  
Sir, In September of last year, we, the undersigned Chambers of Commerce, had the honour to address Your Excellency on the subject of the instability of exchange and the pressing need for the prompt introduction into China of remedial measures.

In the Memorial setting forth our views, we ventured to emphasize the importance of the Diplomatic Corps urging upon the Chinese Government the imperative necessity of their taking in hand without delay the establishment of a uniform National Coinage as provided for by Treaty.

The acknowledgment of the receipt of the Memorial which we had the honour to receive from Your Excellency in the following October was all that could be desired as an expression of appreciation of, and sympathy with, the object we had in view, but nearly a year having elapsed without its being apparent that any material result may be looked for, we are constrained again to broach the subject with the object of finding out whether further representations on the strength of this letter from the Foreign Commercial Bodies in China, made through Your Excellency to the Chinese Government, will enable some assurance of a more tangible nature than that I present received being readily made in reply.

It seems to appear to us that the Chinese Government are not fully alive to the necessity of carrying out their Treaty obligations in this

matter, and that the Treaty Powers are justified in bringing some pressure to bear in order to ensure the due observance of the same.—We have, &c.

Chairman, Shanghai General Chamber of Commerce.  
Chairman, Hongkong General Chamber of Commerce.  
Chairman, Tientsin General Chamber of Commerce.

To His Excellency Baron Czikann, Minister for Austria-Hungary and Doyen of the Diplomatic Corps, Peking.

MARINE COURT.  
CONTRABAND OF WAR.  
IMPORTANT RULING.

8th inst.  
This morning before Hon. L. A. W. Barnes-Lawrence, Harbour Master, and Marine Magistrate, George C. Dunning, Master of the British steamer *Salforda*, charged twenty-one of the crew with wilfully continuing to disobey the lawful orders of the complainant on board the ship and refusing to proceed to sea, since the 5th inst., at Victoria Harbour. George C. Dunning, Master of the s.s. *Salforda*, stated:—The defendants, 21 in number, signed on at Cardiff to proceed to Manila, and any other ports or places between 75° N and 60° S, on a three year's agreement.

I left Cardiff on the 12th of August last, and proceeded on my voyage round the Cape of Good Hope, calling at Durban for bunker coal. After leaving Durban I proceeded to Labuan for bunker coal. The day after my arrival there I received instructions by cable to take in sufficient coal to take me to Vladivostok. Soon after I called at the crew together and informed them that the vessel was ordered to proceed to Vladivostok, and I asked them if they had any objections to going there. The whole of the crew refused. I tried to reason with them, but with no effect at the time. Three or four days later I again put the question, and they again refused. I called this decision to the owners and I received instructions to proceed to Hongkong to prosecute the men for refusing to proceed on the voyage according to agreement. I arrived here on the 5th inst. and asked for a summons on the 7th inst.

By the Court: There was no mention made of the vessel carrying contraband when the articles were signed. No remarks were made or interest displayed about my making the voyage round the Cape. I have had no difficulties with the defendants in respect to their duties, everything having so far gone on as usual. I was authorised while at Labuan to offer inducements to these men to proceed. The bonus offered was two months' pay. Should any of the men express their willingness now to proceed I am prepared to withdraw the charge against them.

To the defendants: You have heard the charge. Before hearing any further evidence I am desirous of affording you an opportunity of altering your decision. You will possibly urge good reasons for your actions in your defence, but your case may, probably, present difficulties, and in my opinion, taking into consideration that you have been offered a bonus to proceed, you will be well advised to accept.

Five minutes were given the defendants to make up their minds, when they all declared their persistence in their refusal to proceed. H. Jansen, donkeyman, representing the defendants, stated:—We signed articles to proceed to Manila via Durban and never went to Manila. With respect to proceeding to Vladivostok we refuse for the following reasons:

Several ships have been destroyed and lives lost in this contraband trade, owing to striking mines and other causes, in the vicinity of Russian Ports. We have also received newspaper cuttings concerning the hardships endured by the crew of the s.s. *Chellenham* who were sent to England via Siberia, and which at this time of year, when we have no warm clothing, would be a great hardship.

By the Court: What reasons have you to suppose you would be sent home via Siberia? H. Jansen:—We were informed we should be sent home via Vladivostok.

Master recalled: The only reason for this statement is that I informed the crew if the vessel was captured they would be sent home. H. Jansen, continued: We had no reason whatever to suppose that the crew would be discharged elsewhere than at Manila.

We were neither informed nor led in any way to suppose that we were carrying contraband; had we been so informed we would not have signed on.

By the Court: We are willing to proceed in the ship anywhere but to belligerent ports, provided we are not carrying contraband. Master recalled: It is stated on the ship's manifest that the coal is intended for Manila. Each of the crew expressed here his agreement with what their spokesman had said.

The Hon. Barnes-Lawrence, in summing up, said: The points I have had to consider in determining this case are as follows:—Articles were signed by which the men were pledged to proceed to Manila in this vessel, with a cargo of coal, where they were under the belief it would be discharged. On arrival at Labuan the master was informed that the coal was intended for Vladivostok, and on communicating this news to the crew they refused, for reasons stated, to proceed to that port. By the general and customary terms of the agreement the crew also undertook to proceed anywhere within certain latitudes, viz., 75° N. and 60° S. and under the normal conditions of an ordinary voyage, service between these limits would not have been disputed. The statements, however, made by the men as to the treatment recently accorded to certain neutral vessels carrying contraband of war, admit undeniably of no contradiction, while, should Vladivostok be again bombarded and this vessel be in the harbour at the time, danger to life may reasonably be apprehended. Under these circumstances, and taking into consideration that the crew were not informed when they signed articles, that the vessel was carrying contraband, I am unable to regard the decision of the defendants in declining to proceed as an offence applicable to punishment, and I consequently dismiss the charge.

FIRE IN THE HARBOUR.  
At about half past eight last night, the fire bell rang out, causing diners to jump from their seats, servants running in to tell their masters that a big ship in the harbour was on fire. It was then noticed that the *W. Sang*, lying off Jardine's Wharf, was firing her fire-bells, while flames were seen issuing from one of the cabin port-holes. The Water Police were soon on the spot when it was discovered that a fire had in some way broken out in the second officer's cabin, and burning through the port hole had set fire to the after wing which, with the spar, was soon burnt down, the deck being also slightly charred. The prompt action of the Water Police soon had the flames under, and thus possibly saved the vessel from destruction. The second officer, it is stated, lost all his personal effects, his cabin being completely gutted. An inquiry will, no doubt, discover the cause of the unfortunate outbreak.

OFFICER'S CABIN GUTTED.

8th inst.  
While touching on our currency it may be noted that for the first time in the history of the Colony the revenue will be collected in its own currency, and not in the currency of any foreign power.

The Government deserve the best thanks of the Commercial Community for the judicious way in which they have carried through the introduction of the new currency, and the demoralization of the old: It is fortunate that

the Government's policy has been to study more the necessities of trade, than to slavishly follow the procedure as laid down by the scheme of Conversion, and in this respect they have been wise, even though "fixity," which is aimed at, may be more difficult to maintain, when once secured.

"Fixity" is no doubt a very desirable thing, where it can be secured without adversely affecting the trade of the Colony, but it is by no means proved that such is the case. Sir, I have every confidence that nothing will be done to ruin "fixity" even if such were possible, without every consideration being given to the effect on trade.

THE TIME FOR DEVIATION.  
We are now in the position that India was when she closed her Mints, and the framers of the currency scheme appear to have thought that what was successful in India must necessarily be successful in the Straits.

India, is a self-contained Continent with a surplus population; the "Straits" a Colony, entirely dependent for its very existence on the import of its food supplies, with an alien population, constantly on the move. Could the conditions be more different?

To a free exchange of commodities without let or hindrance, the prosperity of this Colony is to a very large extent attributable, and that portion of the currency scheme which recommended the prohibition of the export of our new currency, and which the Government have set aside, would, in effect, have set up a barrier to free trade, and I have not the slightest hesitation in affirming that the backward trend of our trade which has been so noticeable during the past 12 months, is chiefly due to the restrictions set on the free movements of the currency. There is still a barrier left, and that is the prohibition against the free importation of the British and Mexican dollars, but this I hope will soon be rescinded.

OFFICIAL OPINIONS.  
In the course of his speech, turning to the question of small silver in the Colony, the Colonial Secretary remarked:—Undoubtedly there had been very large quantities brought in of late and they had written to Hongkong to try and find out where it had been stored. It appeared that the thrifty Chinaman was prepared to pay 50 cents a thousand to get them from there. The Hon.ble member had criticised the method of distribution of small silver, but he knew of no other way of finding out what was wanted than that of allowing people to express their wants by asking.

Sir John Anderson said:—I was very much interested to hear the opinions which were felt on the steps which have been taken with regard to the currency scheme. The small coinage has become so popular here because the presumption that the small coin would come back here, as soon as the dollar became appreciated, was right. The dollar currency became appreciated and naturally the small coins flowed back into the place where they were worth more than they were in the place in which they found themselves at the time of the appreciation. The whole question, however, is one of such importance and intricacy, that it is not one in which it would be wise to give any premature expression of opinion. I may say, however, that hitherto in the steps we have taken we have had the most cordial co-operation of the banks of the Colony, who have placed at our disposal all the information we have required, and who have co-operated most fully and helped us in all the steps we have taken. I should like therefore to take this opportunity of thanking them publicly for the invaluable assistance they have given the Government in this matter, up to the present, and to express the hope that in future steps we may have to take, we may meet with the same generous treatment.

THE HANKOW-CANTON RAILWAY QUESTION.  
The work of the Hankow-Canton railway in Kwangtung is at present at a standstill. At the request of Sheng Kung Pao, the foreign employees have been recalled by their respective Consuls at Canton, and the minor bonds have been ordered not to be issued. The Chinese Government Co. that all these steps are caused by Sheng Kung Pao, and that demands of indemnity would be presented to the Head office. Mr. Conger, American Minister at Peking, has also notified the Wai Wu Pu that, in view of such methods of procedure, there would be demands of indemnity. The Wai Wu Pu has not yet decided how to proceed, and during the meeting with Mr. Conger only remarked that satisfactory arrangements would be effected.

Governor Wang Chueh Tung and the others interested sent here (Peking) a telegram the other day, as follows: with reference to the telegram sent by the Hunan gentry in the middle of the 7th moon, according to which it was stated that, after the cancellation of the agreement, the transfer should be American and that one Pashu (probably the same as Wang Yu) would take up the transfer, we have to intimate that a telegram was sent to Wang Yu Wu, by way of making inquiry, and subsequently a reply was received to the effect that the man was unknown, and the telegram had never been sent by them, and much speculation was occasioned as to its source. Further that the telegram was sent from the Hunan Governor's Yamen, and was officially sealed, but that the culprit so audacious as to send such a telegram should be arrested and punished. The reply went on to say that all along the idea of the Hunan gentry was to have the agreement cancelled, and to take up the management themselves, free of foreign intervention. The Wai Wu Pu has telegraphed to the Hunan Governor, instructing him to make investigations.

On the 14th day Sheng Kung Pao sent here (Peking) a telegram as follows: Work has been stopped. Arrangements have been made by the company to pay up all the working expenses. Pashu started for Peking on the 9th. Negotiations of the matter will be carried out by Taotai Chang Ho Ling. Strength is being gained in the stipulation that the transfer should be American. The Board is hereby requested to order Chang Taotai to Peking, so that he may carry out negotiations together with H. E. Wu Ting Fang, who is the original negotiator. As to indemnity I will uphold what I have already said and protest against indemnity to the last.

It was approved by H. E. Wu Ting Fang in regard to the taking up of the transfer by Pashu. Owing to the sound opinion of the Hunan gentry and the subsequent approval of H. E. Wu, Kob La Grand Councilor, then made the decision. As to the discussion of the cancellation of the agreement with the U. S. Minister at Peking, the possibility of Pashu's taking up the transfer, and the preparations by the Hunan and Kwangtung gentry, much remains yet to be seen. It is evident how the Government deals with the question.

At the beginning of this moon the Hunan gentry wired Taotai Huang Shou Yuen of the Hunan Mining Bureau at Peking, that in connection with the cancellation of the agreement it is intended to appoint a representative whose business it will be to petition the case to the Wai Wu Pu, Shanghai, and the various provincial Viceroys and Governors.—*Universal Herald*.

## MASONIC QUADRILLE LUB.

8th inst.  
The Masonic Quadrille Club opened its season last night with a very enjoyable dance which was quite up to the mark of those so much enjoyed last year, and was a pronounced success, as are all functions pioneered by that energetic president, Mr. H. O. Wolfe, who certainly is endowed with the knack of carrying all his entertainment schemes through to a successful issue. Many of the old faces so familiar at these dances last season were again noticeable amongst the dancers, and the general lack of formality seemed to give ease to all. Mr. J. Vanstone had got the floor into perfect condition for dancing, and it shone like a mirror, magnetising the feet of the trippers in the light fantastic steps of the many dances. A well arranged programme of dance music was well executed by Sergeant Fielding on the piano, and Staff-Sergeant Jenkins, R.N., on the violin, and they kept the trippers at it until a very early hour this morning. An excellent supper, under the supervision of "Bieward" Eagleton, was done full justice to, while the duties of masters of ceremonies were very ably carried out by Messrs. W. H. E. Smith and J. J. Sibbitt. The second dance of the season, we are informed, will be held on the 5th of December.

THE ATTACK ON A CUSTOMS OFFICIAL.  
ANOTHER VERSION.

7th inst.  
It will be remembered by our readers that some days ago, we reported a case of an alleged murderous attack on a Customs' officer, named G. M. Carter, in the New Territory. A report was made, by the alleged victim, to the police of the occurrence, and by dint of their exertions and inquiries in the locality they managed to find the coolie who had been engaged to carry Carter's luggage. He made no attempt to deny anything or hide any of the facts, but stated that the murderous attack was not made upon Mr. Carter, but by the latter upon the coolies for reason that he could give, and certainly the appearance of the coolie appeared to uphold his story, for he presented a very battered pair of legs and back when brought to the Central Station by the police, nor did he look like a murderer, but rather like a harmless imbecile. However, from Mr. Carter's report he was charged with the alleged assault, and notice sent to Mr. Carter to attend the Court this morning to prosecute. The case being called on it was found that Mr. Carter was not present, and as there was no prosecuting witness against the coolie, who appeared to tell a straight story, Mr. Hazeldan discharged the man. From inquiries subsequently made by the police it transpired that Mr. Carter had not been seen or heard of since the day after the alleged attack upon him, and his whereabouts were entirely unknown to anybody either in his office or his district in the New Territory.

PIRACY ON THE WEST RIVER.  
S.S. "WANG FAT" SEIZED.  
TWO PIRATES CAPTURED.  
(From Our Own Correspondent.)

Wuchow, Nov. 5th, 1904.  
At 5.30 a.m. to-day a British steam launch, the *Wang Fat*, trading between Wuchow and Kowloon, started on her journey. Before proceeding she had to come down to the Customs House where the launches are examined for arms, etc.

This morning, however, she dropped down on the opposite side of the river to the Customs House, and half an hour afterwards her agent came down and reported to the Customs' officials that pirates had captured her launch. Soldiers were thereupon embarked in another launch, which proceeded to give chase. The *Wang Fat* was going down river instead of up.

LATER.  
The launch with soldiers, which went in chase of the *Wang Fat*, found her beached about 20 miles below Wuchow. The soldiers went ashore and succeeded in capturing two pirates who were making off over the hills with part of the pirated booty. One of these men (a huge muscular fellow) has been brought back to Wuchow. On his way back he made a number of determined attempts at suicide. The other pirate has been detained at Fong Chuen, as it was soldiers from that place who captured him. The captured pirate is a typical desperado.

Great credit is due to the local soldiers and officials for the way they promptly gave chase. Several soldiers were wounded in the *Wang Fat*. The pirates took about 4,000 worth of goods and money out of the *Wang Fat*. The soldiers are still scouring the country after the remainder of the piratical gang.

This is one of the most bartered piracies we have had to record lately. The launch was seized right in the harbour of Wuchow.

THE STRAITS CURRENCY AND SUBSIDIARY COINAGE.

At the meeting of the Singapore Legislative Council, on the 28th ult., when the second reading of the Supply Bill was introduced, the Hon. J. M. Allison, speaking on the question of the local currency, said:—

"I notice that under the heading of 'Interest' (although what possible connection there is between 'Profit on Silver Coin' and 'interest' it is difficult to conceive but so it has been put in former years and will I suppose continue), that in 1903 no profit is expected from the sale of 'Silver Coins.' These coins (owing to the currency reform which has passed so successfully through its early stages), have drifted back to the Colony in very large numbers, and to such an extent, as to distinctly become a burden to the trade of the Colony.

I hope the time is not far distant when Government will make up its mind to withdraw a larger proportion of the coin from the Colony. Some time ago I drew from Government the information that these coins had never been distributed on any particular plan, but have been given out whenever they happened to be wanted. Whilst we had not control over the currency of the Colony this may well have served its end, but now that we have a currency of our own I think it behooves Government to take some steps to see that the issue of subsidiary coinage is in some proportion to the other coinage in circulation.

A FINANCIAL EPOCH.  
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the Government's policy has been to study more the necessities of trade, than to slavishly follow the procedure as laid down by the scheme of Conversion, and in this respect they have been wise, even though "fixity," which is aimed at, may be more difficult to maintain, when once secured.

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In the course of his speech, turning to the question of small silver in the Colony, the Colonial Secretary remarked:—Undoubtedly there had been very large quantities brought in of late and they had written to Hongkong to try and find out where it had been stored. It appeared that the thrifty Chinaman was prepared to pay 50 cents a thousand to get them from there. The Hon.ble member had criticised the method of distribution of small silver, but he knew of no other way of finding out what was wanted than that of allowing people to express their wants by asking.

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10th inst. At the Supreme Court this morning before the Chief Justice (Sir Henry S. Berkeley) the reported matter of the *Osaka Shosen Kaisha v. the captain and owners of the s.s. Prometheus* was heard in continuation.

Hon. E. H. Sharp, K.C., (instructed by Mr. John Hastings) appeared for the Steamship Company, and Mr. M. W. Slade (instructed by Messrs. Wilkinson and Grist) represented the owners of the Norwegian steamer.

On the Court re-assembling.

Mr. Slade reviewed the points he had made at the previous hearing, and gave an outline of what he proposed to maintain in the shape of argument. He said that the Russian declaration included as absolute contraband all foodstuffs consigned to Japanese ports, and on that point he quoted the *London Gazette*. Then he submitted that the Russian Prize Court at Vladivostok had self-interpreted the declaration on that point, and on that point he had referred to the American protest *re the Arcton*. Then he said, having regard to these facts, that it would be the duty of Russian cruisers to seize and send to Vladivostok any ships bound to Japanese ports carrying foodstuffs. He then contended that it was the duty of the parties to this charter when it was signed, and to ascertain the intention of the parties with regard to any particular clause, the Court would consider the cause, meaning and effect of the rest of the charter-party, and draw deductions therefrom in regard to the insertion of the clause in question, clause 37—not to carry contraband. Then again by the mere contract of hiring, apart from any special terms, a duty was imposed upon the charterers not to ship any goods, which might be subject to detention or forfeiture. Had the Captain signed or accepted the bill of lading, the ship-owners would have been liable as the shippers of cargo.

His Lordship said that whether those goods were contraband or not, the charterers must know that they were liable to seizure. What and why should a Russian care to what port of Japan a ship should go with enemy's goods, so long as that ship had the enemy's goods on board?

Mr. Slade replied that under the declaration Russia had agreed to be bound by the Treaty of Paris. She ought not to capture a ship covered by a neutral flag providing the ship had no contraband on board. Counsel was particularly impressed with the importance of the Nobel case in regard to his contention. He cited many other authorities. Continuing, he argued that the sole purpose of inserting the clause 37 was not for the purpose of limiting the operation of the ordinary law, but for the purpose of making it absolutely clear that he was to run no risk of any kind or description, and to render impossible any dispute in such a regard.

After the interval for luncheon, Mr. Slade urged that the Captain was quite right in refusing to carry any cargo which might reasonably be regarded as liable to be captured. It was to obviate any such risk that the special clause (37) was inserted. The clause was meant that the captain should not under any circumstances whatsoever carry anything which might be construed as contraband.

His Lordship said that if Russia had not a ship in the Pacific, and the vessel in question was ordered to trade, say between Kobe and Yokohama, could the master refuse to go merely in consequence of a receipt published in St. Petersburg declaring all ports in Japan blockaded and because Russia had declared certain articles to be contraband, which ordinarily were not considered contraband?

Mr. Slade, in reply, admitted that he might be somewhat obscure, and probably had not made his points quite as clear as His Lordship demanded. He failed to see how, in the circumstances such an analogy could be introduced, as the captain was not supposed to know how many Russian cruisers he was being in the neighborhood of the Japanese coast, and he (the Captain) must therefore abide by the conditions under which his vessel was chartered by the plaintiffs, and particularly bearing in mind clause 37. Counsel quoted from *Demich v. Carlet* and other well known cases bearing on the legal position he had taken up on behalf of the defendants. He contended that the real meaning of the clause that the ship should not carry contraband was that she should not carry what Russia had declared contraband. This charter party was settled and agreed, though not actually signed before hostilities had broken out.

His Lordship said he would like some reason to think that the parties had in their minds something more than the ordinary and accepted meaning of the word "contraband."

Mr. Slade said the agreement was come to before the breaking out of hostilities, though it was signed actually the day after the news arrived in Hongkong that war had begun. It was well known at the time that Russia had a strong naval force, including many swift cruisers, gathered around her naval base in the North. Under the charter-party the ship might be taken to any open port in either China and Japan, whether near Russia's naval base or not, provided that she carried no contraband. The agreement was made with the full knowledge that the ship being a neutral ship would be free from capture if not carrying what, according to Russian ideas, would be contraband. She would, however, be liable to capture if she did carry contraband. The agreement was made with full knowledge that Russian ships of war, and Russian Prize Courts would be governed by the Russian declaration of contraband. The clause in question was primarily inserted to save the ship-owners from war risks. It was clearly within the knowledge of both parties to this contract, that the ordinary custom of ship-owners was to insure ships against ordinary peace losses. Now the ordinary form of policy was drawn warranted free from seizure or capture, and if the ship had been allowed to load contraband this policy would be avoided.

His Lordship.—You put it to me that a ship captured unlawfully, according to recognised International Law, would forfeit her insurance?

Mr. Slade.—Absolutely.

His Lordship.—Why?

Mr. Slade.—The reason is extremely simple, because at the time the insurance was effected, a material fact, which increased the risk of the insurers, had been concealed from them.

His Lordship observed that this was a view which could not be taken in this case, as at the time the agreement was made, there was no material fact concealed, because to the knowledge of the world, the ordinary meaning of contraband did not include foodstuffs, and only included foodstuffs from the time of the Russian declaration.

After some little discussion on the subject, His Lordship asked and Mr. Slade's request made a note of the same, together with the answer, whether there was anything to show that either party ever supposed that Russia would include foodstuffs among articles contraband.

The answer taken from the exhibits, was that there was a letter from the charterers dated the 20th February, only ten days after the signing of the charter, and prior to the declaration, from which it appeared that the master had a few days previously regarded Russian sugar as contraband.

Mr. Slade went on to argue that it was in the minds of the ship-owners that rice and sugar

might be considered as possible contraband. He added that the loss to the charterers was non-existent, as he understood that a month later the ship was sub-chartered to the Chinese at an actual profit.

Mr. Sharp, interposing, discounted the importance of the previous statement, and said that the arbitrator found that this was entirely due to higher freights being obtainable, in consequence of the war.

Counsel for the defence, concluding for the day, said that what the Captain did was to entirely preclude the possibility of falling into the hands of the Russian cruisers, in which he was quite justified by the terms of the charter.

The hearing was further adjourned.

11th inst. At the Supreme Court this morning before the Chief Justice (Sir Henry S. Berkeley) the hearing of the action, *Osaka Shosen Kaisha v. the Captain and owners of the Norwegian steamer Prometheus*, was resumed. The previous day's proceedings in regard to the matter have been reported at some length in these columns already.

Hon. E. H. Sharp, K.C., (instructed by Mr. John Hastings) again appeared for the charterers, and Mr. M. W. Slade (instructed by Messrs. Wilkinson and Grist) defended.

Mr. Slade resuming his arguments, on the subject of contraband, submitted that the true meaning of International Law was to look at the true meaning of the phrase, as with regard to any particular war,—as to what was regarded as contraband by the belligerents in that war,—and he contended that there was not a single word in any work on International Law to controvert that proposition. His learned friend had asserted that, by International Law, contraband had a very limited meaning; but what he maintained was, what was laid down in books on International Law regarding contraband supported his previous contention. (*Vide Hall on International Law*.) Counsel proceeded to refer to the more important wars of the last century, and said that at any rate with regard to provisions, with which they were concerned, until the neutral nations forced the belligerents to modify their views, provisions were and might be contraband of war.

The English nation, bound by no treaty whatsoever, had by the negative of the British Crown, the right to declare what in war time it deemed to be contraband, and he submitted that, in this case, the Russians reserved to themselves the self-same right. The fact that this ship was trading between closed ports in Japan rendered her liable to confiscation and all the penalties attendant thereon. This, he submitted, was the application of the Rule of 1756 to this case. According to the award it was believed by the Captain that his ship was to be engaged in one of the ordinary runs of the Osaka Shosen Kaisha, probably between Japan and Formosa. Now it was clear that Mr. Arima, representing the charterers, never communicated what his instructions were to Messrs. Sander, Wieler & Co., and there was nothing to show that she was intended to be used for any other than open ports on the Japanese coast and in Formosa.

His Lordship.—They must have known that the Osaka Shosen Kaisha was a firm in Japan, and that the ship was chartered by such Japanese firm. Now Messrs. Sander, Wieler and Co. are shipping agents, what would they naturally propose the ship was being chartered for? Trading in Japan?

Mr. Slade.—She might have been going to America.

His Lordship.—Oh, she might have been going to the South Pole.

Hon. E. H. Sharp.—But America is excluded from the charter party.

His Lordship.—Would they not infer that she was destined for certain ports in Asia?

Mr. Slade said that it was expressly understood that the vessel was to be sent to open ports only, and what were open ports were explained by the Japanese themselves very clearly. Before the charter party was signed it was thought that the trading was to be only on the coast of Japan.

His Lordship.—Would it not be a reasonable view for them to take, that the ship was engaged within the limits of the charter?

Mr. Slade.—But the charter relates to open ports only. It is clear from extracts from Japanese law, that there is a sharp difference between open and non-open ports. I refer your Lordship to exhibit R. 2, which reads as follows: "No other vessel except Japanese ships shall be allowed to call at non-open ports in Japan, or to put in to trade at any of the non-open ports in Japan for the conveyance of passengers or cargo, except as the result of accident, or by having the special permission of the Minister in Charge." The meaning of open and non-open ports was further illustrated, Counsel said, by the extracts from the Treaties which had been put in.

His Lordship.—If the conditions are fulfilled do the ports become open ports, within the meaning of the charter?

Mr. Slade.—No, my Lord.

His Lordship.—If you have that permission from the Minister in Charge, does it mean an open port?

Mr. Slade.—No, my Lord. It is only a special permit to enter.

Counsel for the defence then read, at some length, extracts from the Treaties, and urged that by the charter only treaty ports, such as Nagasaki, Kobe and Yokohama, were intended. Messrs. Sander, Wieler and Co. had, no doubt, authority to enter into an ordinary agreement; but, in reply to the Bench, Counsel added, there was no evidence to show that they had expressed authority. Mr. Slade referred to the telegraphic correspondence between the owners and the charterers, and said that on the 19th March the owners cabled the agents from Norway: "Refuse all contraband." On the 23rd of the same month, Messrs. Sander, Wieler and Co. wrote to the Osaka Shosen Kaisha informing them, that an additional sum of \$3,250 per month would be required, if the steamer was to be employed on the Inter-port coast trade, loading coal, rice, provisions, &c. The manager of the Osaka Shosen Kaisha replied the following day, remarking that he regarded the increase as most unreasonable, but did not say that the steamer would be obliged to go upon the Inter-port coast trade. His Lordship would notice that the owners objected to anything that might be considered contraband long before they could have been advised by mail, to that they must have obtained their information by means of the telegraph. The owners, while confirming the charter in its original form, declined to sanction inter-port coastal trade in the absence of an extra payment of \$3,250. This being refused by the charterers, inter-port trading was not agreed upon, and this formed the whole crux of the case.

Counsel proceeded to argue as to whether the Rule of 1756 was an existing Rule to-day, and whether or not it applied to the coast trade of Japan: as carried on under Japanese Laws. There was no doubt that it was an established rule, put in force with vigour and persistency by Great Britain, a century and a half ago. He submitted there had been no act, or that any act had occurred which had done away with it as a rule of International Law, and the liabilities imposed upon privileged trading, nor had there been anything done to abrogate it. He argued that Hall was not a very safe guide, and said that where a country kept its colonial trade in its own hands, and only allowed foreigners to participate in that coastal trade by express por-

mission if such a country opened its coastal trade for its own benefit under pressure of war, to the ships of neutral nations, such neutral ships engaged in that trade were entitled to be treated as enemy's ships, as having identified themselves with the marine of the other belligerent, which had given them permission to take part in an unauthorised trade.

On re-assembling after the interval.

Mr. Slade continued the discussion as to the scope of the Rule of 1756 and quoted Phillimore's International Law (vol. 3), on the subject of coastal trade between neutrals and belligerents, and said that, in this case, the ships chartered to carry on the Ordinary business of a firm under the flag of a belligerent Power could only be regarded in the light of transport in the service of that belligerent Power. The question of trading by permission also arose, and was reported in *Robinson* 328, as to how far Senegal was a privileged place in regard to the trading in gum, and the rights of France over those of other traders. It was very strongly supported by the definite Anglo-American Prize Rule, which stated that any vessel sailing under the licence of the enemy Government should be treated as an enemy vessel.

Hon. Sharp submitted that this was obviously aimed at privatising.

Mr. Slade, proceeding, cited various decided cases, and submitted that "sailing under the licence of the enemy," would be the same as sailing under any licence. This particular steamer, the *Prometheus*, was sailing under the licence of the enemy to engage in a particular trade which required a special licence owing to the pressure of war.

Hon. Sharp commenced his reply for the charterers at a quarter to three. In the course of a lengthy legal discourse, he covered and recovered all the points that had been raised *pro and con*. Speaking as to the point of the Rule of the War of 1756, he thought his friend had misinterpreted or mistook his argument upon that point. His argument upon the point of the doctrine was certainly in part that the doctrine was obsolete. It was a doctrine invented by themselves in the war about the middle of the eighteenth century against France, in which France under compulsion, owing to the destruction of her Fleet by the English, opened her colonial trade to the Dutch, trade which up to that time had been absolutely closed. Counsel referred generally to many authorities, most of which he had relied upon in his opening statements, from which he argued that it was generally accepted that the doctrine was obsolete. The mere matter of convenience to a belligerent to open his trade a little more because of the war, was not enough to found the doctrine.

Mr. Hewitt, the Arbitrator in this matter, must to some extent be regarded as an expert, he being a shipping man himself, and he (Mr. Hewitt) said it was a fact, both under existing Treaties, and prior to the British Treaty of 1894, that foreign vessels were allowed to trade in non-treaty ports with permission, whether Japan was at war or peace. He would prove that the ports had been freely opened irrespective of the war, and the onus was on the other side to show that they came within the doctrine of 1756. Coming to the meaning of open ports, he had been any doubt as to what the parties meant by open ports that doubt had been removed by the correspondence. It was, in fact, ports which were in fact open, ports which they could go into, whether they were opened or not by Treaty, or by the law of 1899. Messrs. Sander, Wieler and Co., as Hongkong Shipping Agents, must be taken to know something of the nature of the business of the Osaka Shosen Kaisha just before and after the outbreak of the war, and he thought there was very little doubt what they did know. His Lordship would note that the charter party was drawn up on an ordinary local form, and it was significant that in detailing the lines to be traversed inter-port trade in the Philippines was barred. Now there was no doubt that inter-port trade in Japan would have been mentioned if it had been regarded by the shipping world as closed. It was worthy of note that some thirty similar steamers had been chartered in the same way and were doing the same work without any trouble or question whatever. The charter party was made subject to the risks of war, but it must be borne in mind that it was signed by both parties two days after it was known that hostilities had commenced. Having regard to all the circumstances it must be believed that the Agents possessed the customary authority to execute the charter. Presumption of authority would depend entirely upon the usage of the trade. He had already referred to eight authorities with regard to provisions, from which it was clear that provisions were contraband only if proved to be food destined for the forces, or in the words of the leading cases, if proved to be destined for warlike purposes. At the time the agreement was signed, there was nothing to indicate to the minds of either parties that Russia would declare provisions contraband.

After some further argument, His Lordship adjourned the further hearing until to-morrow morning at 11 o'clock.

12th inst. At the Supreme Court this morning before Sir Henry S. Berkeley (Chief Justice) the case of the *Osaka Shosen Kaisha v. the Captain and Owners of the Norwegian s.s. Prometheus* was concluded.

Hon. E. H. Sharp, K.C., (instructed by Mr. John Hastings) again appeared for the charterers, and Mr. M. W. Slade (instructed by Messrs. Wilkinson and Grist) for the owners of the vessel.

His Lordship having taken his seat on the Bench, Hon. E. H. Sharp said, he had been through his notes on Sir Henry's speech, and in consequence of His Lordship's intimation just before the Court rose the previous evening, he thought he had eliminated three-quarters of the passages which he had marked for answer and comment, and the number of passages left was extremely small that he should invite His Lordship's attention. His friend had argued that the agents did not understand that the ship was to be used for carrying provisions, or words to that effect, as evidenced by a letter from Mr. Arima. Now in that letter Mr. Arima took exception to the opinions of the Captain, and said they had better get another Captain or they would lose a great portion of their provision carrying trade, adding that none of the many other captains of the steamers chartered by the Company had raised any objection. It was clear, therefore, that Mr. Arima contemplated the carriage of rice and sugar between Formosa and Japan. Therefore, the question they had to consider at the moment was the question of the intention of the two parties to this contract when the charter party was signed on the 20th February, viz., Messrs. Sander, Wieler and Co. on the one hand, and Mr. Arima on the other. Now at this particular time it was quite clear from the evidence appearing in Mr. Hewitt's award that the Captain was in Saigon, or on his way from Saigon, and he told them in his evidence, that he first knew about the charter about the 17th February. These facts could only indicate one conclusion, and that was, that seven days after completion of this contract, the Captain arrived here and expressed some misgiving, on his own account, as to whether provisions were contraband. This, however, could not conceivably affect a contract entered into seven days

earlier, between Messrs. Sander, Wieler and Co., and Mr. Arima, the recognised agents of the steamer and charterers respectively. They had already seen, with regard to these two parties, that it was clear that Mr. Arima did not intend to exclude provisions, as a matter of fact, it was evident that the defendants had in some way arranged the matter with the Captain for it was a fact that the Captain did go to Formosa and load provisions for Japan. The only conclusion they could come to was, that the agreement entered into between the parties had nothing to do with the Captain, who came along seven days after the clear intention of the parties had been expressed in the agreement. Counsel proceeded to deal with the meaning of the word "contraband," excluding arms and munitions with which they had nothing to do. But he would deal with the meaning of the word as applied to provisions. He submitted that the ordinary and accepted meaning was: "Provisions destined for warlike purposes." That being so, the defendants could not vary their written contract, by showing that they intended something special and unusual. It was a sound proposition at law, that parties having entered into a written contract could not vary it; that was the first canon of written contracts. He had taken the first point last because he did not wish to rely solely upon any technical matter. He submitted that it was not permissible to vary the purpose of the contract, and contended that he had given the plain and accepted meaning of the matter. He referred His Lordship to *Phipson* (p. 512) and *Taylor* (p. 742) on "Evidence."

Counsel dealt at some length with the various points raised by Counsel for the defence, particularly with regard to the point referring to the restraint of Princes, etc., and also commented upon the absence of anything definite in regard to what was the actual procedure of the Vladivostok Prize Court. Counsel's remaining point was with regard to the right of Russia to declare contraband by declaration. His friend had referred to the Admiralty Prize Manual, saying it was the best authority on Prize Law. He would refer His Lordship to *Hall* (p. 671) when in regard to the War, Lord Salisbury, in reply to Count Hatfield, stated that the Manual was merely intended to present in a convenient form legal points for the guidance and benefit of British Naval Officers. Its intention and objects were not to lay down law, and further it expressly refrained from treating of questions which would ultimately have to be decided by the British Prize Courts. After referring to various other legal authorities, Counsel concluded by asking His Lordship, (as he knew he would do) to carefully consider the authorities he had cited.

His Lordship said that under the circumstances he would reserve his opinion on the answers submitted by the arbitrators for fuller and further consideration. He asked that everything in the shape of documents, etc., to which reference had been made should be put in.

The Court rose at 12.30 p.m.

## THROWN FROM A RICKSHA.

### ENGLISH OFFICER CLAIMS DAMAGES.

FROM KOWLOON GODOWN COMPANY LIMITED.

8th inst.

At the Civil Summary Court this morning, before Mr. T. Sercombe Smith (Puisne Judge), the hearing of the action brought by Lieut. W. F. Lumsden, R.A., to recover \$200 damages from the Hongkong and Kowloon Wharf and Godown Company, Ltd., under circumstances reported in our issue of Tuesday, was continued.

Mr. E. J. Grist (Messrs. Wilkinson and Grist) appeared for the plaintiff, and Mr. H. W. Looker (Messrs. Deacon, Looker and Deacon) defended.

Mr. Looker, for the defence, said it was the obvious duty of the plaintiff to prove beyond reasonable doubt that there was negligence on the part of the defendants. He read extracts from a number of affidavits in regard to railway administration, and sought to show that the Legislature having sanctioned the use of trucks on a public highway, it was the duty of the public to get out of the way of passing trucks.

His Honour remarked that it amounted to an authorised nuisance, for there could be no doubt that trucks on a public highway constituted a public nuisance.

Mr. Looker, in addition, said it must be taken, that the Legislature in authorising the use of trucks on a public highway presumed that the nuisance would cause a certain danger to the public. He spoke on the principle of identification and argued that when a passenger engaged a ricksha he identified himself with the puller. The ricksha were all pulled by Chinamen, who only knew Chinese, and he thought he might truthfully say that the majority of those who used the rickshas did not understand Chinese, so that their only way of indicating their wishes was by signs or the use of simple expressions, but it was the universal practice for the drivers to control the rickshas, particularly in regard to the direction in which they were going. In fact, they had the general control. In the present case the plaintiff told them very clearly that when he came round the corner of Elgin Road, he told the coolie to go very slowly, as there was no difficulty in catching the ferry, which was just coming in, and he did not want to run the risk of being run into by a trolley. When he did that he assumed the entire control of that ricksha for his own safety. Apart from the general principle, he submitted, in this case, that the plaintiff, by his own act, identified himself with the accident, and it was peculiar to note that the particular act was to prevent himself being thrown out. He would therefore suggest that there was undoubtedly contributory negligence on the part of the ricksha coolie. The coolie undertook the risk of running across this track, and was in the main responsible for the accident. He laid stress on the fact that the watchman and the coolies pushing the truck called upon the ricksha-man to stop, and that it was stated that he (the coolie) could have stopped had he desired to do so. Counsel maintained that had Lieutenant Lumsden been keeping a proper lookout, he would have seen both the trolley and the train coming, and it was obviously the duty of both the plaintiff and the coolie, knowing the frequency with which trucks crossed the road, to proceed at such a rate (the ship blocking the view) that the vehicle could be pulled up without the slightest fear.

Mr. Grist replied at some length for the plaintiff and argued that it was impossible to imagine that a man engaging a ricksha could be assumed to have control over the coolie. If the coolie on his journey deliberately ran into something could the passenger be held responsible?

His Honour.—It seems very likely that it would be contested.

Mr. Grist in conclusion argued that it could never be upheld that the coolie was under the passenger's control at all. It was the same as a man taking a hansom cab at home. Could the fare reasonably be supposed to have the control of the driver beyond directing him which way to turn, etc.

His Honour said that there did not appear to have been any dispute in which a hansom was concerned, the cases, generally, involving trams and omnibuses.

After some further argument, His Honour said he thought it would be convenient if he delivered a written judgment, which he would do at an early date.

## BIRTHDAY OF THE KING OF ITALY.

Today being the anniversary of the birthday of His Majesty, King Victor Emmanuel III, of Italy, Chevalier Z. Volpicelli, Consul-General, was "At home" from 11 a.m. till noon, when the members of the Consular corps in Hongkong, the Italian community, and many foreign friends called at the Consulate, to tender their congratulations on the occasion to Chevalier Volpicelli, on behalf of His Italian Majesty, who to-day enters upon his thirty-six year, and to wish him a long, useful, and prosperous life. H.E. the Governor, H.E. Major General Villiers Hutton, and Commodore Dicken were represented by their Aides-de-Camp.

he escaped running into it. The ricksha coolie pulling the plaintiff could not have avoided the collision. The trolley coolies were going at a run, while the ricksha coolie was merely walking. A travelling crane, and a number of stationary trolleys laden with packages, obscured the view of the offending truck.

Mr. Looker.—I suppose the ricksha coolie did all that was right and proper, and the trolley coolies did everything they should not have done?

Witness.—Yes.

Mr. Ralph Packham, outdoor superintendent in the employ of the Godown Company, was called and spoke to the system of the coolies when working.

William Clarke, an overlooker, was called in a similar capacity. The coolies pushing the truck which caused the plaintiff to be thrown from the ricksha were fined by the management. That was to make them more careful, and he added, sentimentally, "whether they were right or wrong, they had to fine 'em."

After the interval for luncheon, a number of coolies engaged in pushing the truck which was the cause of the present action were called and all denied that they used undue strength in propelling the same. One man said they could not have done so, as the load was too heavy. Another coolie said that the watchman called out to the ricksha man to have a care as they were coming across. He and the other coolies with the truck also shouted to him to stop, but he was coming along at a great pace, and although he might have pulled up if he had liked, he continued and caused the accident. The men on the truck tried to pull back their burden, but it was much too heavy for them to do so in time to avert the collision. This particular coolie admitted that when they reached the incline to the road they were going at a trot.

Other Chinese coolies called, all said they shyed out to the ricksha man to note they were about to cross the road but he took no notice. The ricksha man they said was going at a great pace, but with the national idea of distance agreed that he could have pulled up in ten paces. The coolies who pushed the truck along the wharf to the bottom of the incline, where it was taken in charge by other coolies (the previous witnesses) all denied that they pushed the truck at an unduly fast rate.

The case was adjourned until Thursday morning at half-past ten.

10th inst.

At the Civil Summary Court this morning, before Mr. T. Sercombe Smith (Puisne Judge), the hearing of the action brought by Lieut. W. F. Lumsden, R.A., to recover \$200 damages from the Hongkong and Kowloon Wharf and Godown Company, Ltd., under circumstances reported in our issue of Tuesday, was continued.

Mr. E. J. Grist (Messrs. Wilkinson and Grist) appeared for the plaintiff, and Mr. H. W. Looker (Messrs. Deacon, Looker and Deacon) defended.

Mr. Looker, for the defence, said it was the obvious duty of the plaintiff to prove beyond reasonable doubt that there was negligence on the part of the defendants. He read extracts from a number of affidavits in regard to railway administration, and sought to show that the Legislature having sanctioned the use of trucks on a public highway, it was the duty of the public to get out of the way of passing trucks.

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Mr. Grist replied at some length for the plaintiff and argued that it was impossible to imagine that a man engaging a ricksha could be assumed to have control over the coolie. If the coolie on his journey deliberately ran into something could the passenger be held responsible?

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His Honour said that there did not appear to have been any dispute in which a hansom was concerned, the cases, generally, involving trams and omnibuses.

After some further argument, His Honour said he thought it would be convenient if he delivered a written judgment, which he would do at an early date.

## THE S. S. "CHEFOO."

The little steamer *Chefoo* seems to have had a rather eventful voyage on her recent trip to Newchwang. She left Chefoo loaded heavily just before the last heavy blow from the north. When about fifty miles off Port Arthur she was intercepted by a Japanese man-of-war which insisted on putting her about and escorting her to the Miautau Islands. Arriving at the latter place the *Chefoo* was allowed to turn about and proceed on her voyage. She had steamed but a short distance when another Japanese ship interfered with her progress. She surmounted this difficulty, however, and was compelled to put into Chingwantao to secure coal, her fuel being nearly exhausted as a result of many miles of unnecessary travel.

There was at first considerable hesitation to supply the ship with fuel by those of whom she endeavored to purchase, the war causing dealers to eye with suspicion casual steamers putting into ports like Chingwantao. Captain Edler finally succeeded in obtaining fourteen tons of coal which enabled him to continue to his destination, Newchwang.

The *Chefoo* has been given special attention by the Port Arthur blockading fleet, which puts all sorts of obstacles in her way at every opportunity. While saving the cargo of the stranded *Union* some time since she was scrutinized very closely, at one time being ordered away from the island. The skipper was not to be bluffed, however, and asked his tormentors to seek a far distant locality.—*Chefoo* D. News.

## ELECTRIC LIGHTING.

(Specially written for the "Hongkong Telegraph.")

To the ordinary consumer who knows little or nothing about the various merits and demerits of electricity as compared with gas for illuminating purposes, but two questions generally present themselves—convenience and cost. Nobody can deny the advantage of being able to turn on a switch and receive one's light without any further trouble, and in a climate like that of Hongkong the possibility of obtaining electric fans to one's installation is decidedly alluring. It is, however, purely to the matter of illumination that we wish to draw attention in this present article.

The consumer lights his home with lamps of which candle-power as well as its requirements, and beyond some vague idea that the more light he uses the higher will be his monthly bill for light he is often quite in ignorance of various circumstances which control his amount of illumination. He probably does not realize that each lamp represents according to its brilliancy a definite amount of coal expended at the power station in order to raise steam to sufficient pressure to keep the dynamo going at a fixed speed.

The speed of the dynamo is constant, but each light turned on makes it harder for the engine to keep the dynamo revolving at that speed.

Moreover, a lamp of high power, generally speaking, absorbs more work than one of low power. We say generally speaking because a lamp may be of high or low efficiency and it is this efficiency that is our object here to explain. Lamps are mostly made in three degrees of brilliancy eight, sixteen and thirty-two candle power.

It is well to explain at the commencement that a candle-power is not the illumination given by a good wax candle, but by what is known as a standard candle which standard was created in the days of tallow "dips."

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THE DAIRY FARM CO., LD.

ANNUAL MEETING.

The eighth ordinary annual meeting of the Dairy Farm Company, Ltd., was held in the company's depot, Wyndham Street, at 3 p.m. to-day. Present—Mr. E. H. Hinds (Chairman), Messrs. F. Milland and E. Osborne (Directors), S. A. Seth (Secretary), J. Walker (Manager), Messrs. G. H. Potts, J. H. Underwood, W. H. Wickham, A. Stevenson, and W. H. Gaskell (Auditor). The notice convening the meeting having been read by the Secretary.

The Chairman said:—Gentlemen,—The report and accounts having been in your possession for some days, I will, with your permission, adopt the customary course and take them as read. Your directors are very pleased to be able to place before you such a satisfactory statement of the year's working, and you will have noticed in the report it is proposed to lay before you a scheme of Capitalization at an extraordinary meeting to be held immediately after this, which I trust will meet with your approval. We are glad to inform you that the herd is in excellent condition. Our importation of high class cattle from Scotland has turned out so successful that we have ordered another shipment, and although the initial cost is very heavy the result so far has justified the outlay. The general turn-over in all departments of the business shows a large increase during the last few years, and as there seems to be no limit to the growth of this colony we must always be in advance of the demand which may be made upon us. In order to accomplish this, you can readily understand our expenses are proportionately greater than our immediate increase of business. To meet our increased demand several new sheds have been built, more land has been placed under cultivation and a house is now in course of construction at Pokfulam on account of the old quarters being found insufficient for our staff. We have recently purchased the stock and business of the Frozen Food Supply, which we hope will turn out a profitable investment; it is, however, too early to form any opinion. We are convinced that the quality of Australian meat is superior to the local article, but in order to compete with the latter and the idiosyncrasies of Chinese palates and servants at the moment we barely pay expenses. We have contracts to supply H. M. Navy and Army stationed here who are very satisfied with the quality, and we hope that the climatic conditions in Australia will be of such a nature that we shall be able to supply frozen meat at an equal, if not a lower price, than the local article. We have purchased a steam launch for Harbour use and towing our fodder round to Pokfulam, where we are constructing an aerial tramway from the water's edge to the farm. The latter will enable us to give up our town garden and be a great saving in coolie hire. I think there is nothing further of interest that I can tell you, but shall be pleased to answer any questions you wish to put so far as I personally can.

No questions being asked the Chairman then proposed that the report and accounts as submitted be adopted and approved.

Mr. G. H. Potts, in seconding the motion, said he wished to say a few words. He was one of the oldest original shareholders, and he thought he might say that all were satisfied with the condition and prospects of the company.

The motion was carried unanimously.

The Chairman proposed the confirmation of the appointment of Mr. Edward Osborne to the Board of Directors.

Mr. Wickham seconded and it was carried unanimously.

The Chairman stated that Dr. Noble and Mr. E. Osborne retired by rotation.

Mr. Underwood proposed, and Mr. Stephens seconded, and it was carried unanimously, that they be re-elected.

Proposed by Mr. Wickham, seconded by Mr. Walker, that Mr. W. H. Potts be re-elected auditor. Carried unanimously.

Mr. G. H. Potts proposed that the fee of the directors be increased from \$1,500 to \$2,500, and hoped some one would second it. He thought all were satisfied with the efforts of the directors to promote the interests of the shareholders, and therefore their fees should be increased.

Mr. Underwood seconded the motion, which was carried unanimously.

The Chairman said that on behalf of his co-directors and himself he begged to thank the shareholders for the increase in their dividends, and said their services as of old would be continued in the future.

This concluded the business before the meeting.

THE REPORT.

The Directors' report is as follows:—The directors herewith present to the shareholders a statement of the company's accounts for the year ended 31st July, 1904.

The profit for the year (including \$3,029.90 brought forward from last account), after providing for bad debts, directors' fees, and other charges, amounts to \$3,760.77. It is recommended that the disposal of this sum be dealt with at an extraordinary general meeting of the company to be held immediately after the ordinary meeting, when the directors will lay a scheme of capitalization before the shareholders present.

Directors.—The Board has appointed Mr. Edward Osborne to a seat on the directorate and his appointment requires confirmation at this meeting. Dr. Noble and Mr. Osborne retire by rotation, and being eligible, offer themselves for re-election.

Auditor.—In the absence of Mr. W. Hutton Potts, the annexed accounts have been audited by Mr. W. H. Gaskell. Mr. Potts offers himself for re-election at this meeting.

E. H. HINDS, Chairman.

BALANCE SHEET, 31ST JULY, 1904.

Liabilities.

To capital, 10,000 shares at \$7.50 each.....\$75,000.00

Less not called up, \$1.50 per share.....15,000.00

To reserve fund.....10,000.00

To accounts payable.....1,000.00

To dividends uncollected.....386.33

To profit and loss.....\$43,760.77

Assets.

By cattle.....\$7,939.43

By property—Farm Lots 18, 19, 25 and 38.....14,900.00

By buildings.....16,567.60

By town depot.....9,000.00

By furniture.....1,000.00

By machinery and stores.....1,778.60

By cash on hand and in bank.....11,949.14

By investments on mortgage, and shares public Co.,.....13,465.00

By accounts receivable.....29,939.02

\$113,738.49

PROFIT AND LOSS ACCOUNT.

To directors and auditors' fees.....\$1,000.00

To bad debts.....402.42

To balance.....\$4,760.77

\$10,763.19

By balance from last year.....\$17,549.99

Less dividend.....\$12,500.00

Reserve fund.....2,000.00

14,500.00

3,029.90

217.66

By transfer fees.....4.00

By balance of working account.....33,511.63

\$36,763.19

S. A. SETH, Secretary.

I have compared the above statement with the books and vouchers of the company, and have found the same in accordance therewith.

W. H. GASKELL, Auditor.

Hongkong, 12th October, 1904.

INCREASE OF CAPITAL.

At 3.15 p.m. to-day an extraordinary meeting of the Company was held, the members above all being present. The notice convening the meeting having been read, by the secretary.

The Chairman said:—Gentlemen,—This extraordinary meeting has been called for the purpose of obtaining your sanction to increase our capital, and as we propose to capitalize our reserve fund we were advised by the Co.'s solicitors that our articles of association did not give us the power to do so, hence the reason for asking you to alter the articles accordingly. This extra capital is required to enable us to work and develop our business, and instead of issuing new shares at a premium we propose to retain our profits for last year and absorb the amount standing at credit of reserve fund. These amounts will not approximate the proposed increase, but for many years your directors have adopted an extremely careful policy by writing down assets to a very low level. This policy has its drawbacks, as were we called upon at any time to replace our stock and buildings we should find it would cost about three times the amount they are valued in our books, and your directors consider that they should be written up to equal the external amount of capital required, and that this future amount placed to reserve should be invested so as to be easily realizable should circumstances necessitate. You will notice we recommend that the capital should be raised to \$187,500 by the issue of 15,000 new shares of an equal value to the old, that will make it at all 25,000 shares of \$6 paid up and a call of \$1.50, or a total call of \$37,500 should it ever be required. The company has seen many vicissitudes and in order to safeguard your interests for the future, we wish to place it on such a footing that in the event of disease appearing on our farm we shall be in the position to re-stock it. For the last few years we have been extremely fortunate in this respect and whilst we trust our good fortune will continue, we cannot be blind to the fact that our business is a risky one, also that the fresh milk supply of the Colony is largely dependent on this Company's resources and it behooves us to be prepared for every emergency for our own interests as well as that of the community.

The Chairman then proposed that the following be added to the Articles of Association:—Article XVII paragraph 14 "The Directors may from time to time, with the sanction of the Company in general meeting, declare a bonus or dividend to be paid to the members in proportion to their shares out of the reserve fund or out of any other accumulated profits for the time being of the Company, and with the like consent may also declare that such bonus or dividend may be appropriated in payment of any calls upon new shares to be allotted to the existing shareholders upon any daily authorized increase of Capital."

Mr. G. H. Potts seconded. Carried unanimously.

The Chairman then proposed that the following be added to the Articles of Association:—That the Capital of the Company be increased by the sum of \$112,500, divided into 15,000 shares of \$7.50 each, and that the Directors be authorized to allot such shares pro rata among the existing shareholders according to the number of shares for which they may on the 10th day of November, 1904, be registered in the proportion of three new shares for every complete two shares held by them on that date.

Mr. Wickham seconded this motion, and said that the keeping of the stock on the books down to a low price was advisable in his opinion and a wise policy.

The motion was carried unanimously.

The meeting then dissolved.

THE TELEPHONE FOR CANTON.

Recently, with a view to induce the people of Canton to look on the newly-introduced telephone with favour, the officials issued a proclamation, explaining to the business people its uses, and urging them to adopt it. Having been installed at Canton, it is being used to a considerable extent. But the "Fathers" of the people, according to their immemorial privilege, are interfering themselves in the matter. As, however, the control of the telephones is reported to be in official hands, and as it is the undoubted tendency of official hands to fill, or at least, add to, the contents of their own pockets, the cynical occasionally venture to doubt whether the officials are quite as disinterested as they appear to be. Let this be as it may, it is certain that the telephone will come into general use in this great city. Where the streets are so narrow, and so crowded, is the Canton streets, and where locomotion is so painfully slow and expensive, it is certain that a slight familiarity with the great advantage accruing from the introduction of the telephone, will result in its general adoption. Whilst Chinese characters, translated, convey accurately the idea of "telephone," it would appear that no satisfactory words could be found for "telephone," and so they have transliterated the English sound, by the awkward Chinese characters 得律風, which are rendered "Takluifung."

EDUCATION UP TO DATE.

WINDOW SPACE TO LET!

Our shining contemporary, the *Daily Chronicle*, is electrifying Fleet-street with another window display of an unusual order. There has been nothing like it since the organ of literary Radicalism discovered that hippopotamus in its cellar. The new sensation is a set of garments such as worn by the Chinese coolies in the South African mines, and these are spread out on a desert of red baize, with explanatory labels and all the rest of it. The joss-paper and the bunch of pickled mustard-tickle tickle the palates of the passers-by amazingly.

But what one most desires is another explanatory label to show what these inoffensive socks, &c., go to prove. If compared with the everyday outfit of an English soldier, the P. M. G. thinks they might be described as a sumptuous indication that the coolie is well off. Surely that is not our blithely contemporary's purpose; so that as object-lessons they simply illustrate no object at all. There is a placard on top referring to a "series of articles" by some special commissioner or other; but if these banalities are the series of articles referred to, they simply show that the commissioner is better at stitching trousers than he is at weaving arguments.

CHINESE MONEY LOAN ASSOCIATION.

At the Civil Summary Court this morning,

there was no appearance in the case of Wong Ah Luk, 19, East Street, v. Fung Sze, of 29, Aberdeen Street. The parties, spinsters, had apparently come to some settlement outside the jurisdiction of the Court, and the case was struck out.

It appeared that the plaintiff entered suit for the recovery of \$183 due from the defendant in respect of a money loan transaction being one of which plaintiff was the lender.

It arose out of the old time system of borrowing money in a hurry, whereby pools are made and drawn monthly. The sums staked may vary from one to many hundreds of dollars, and the subject is well understood by all students of Williams' *Middle Kingdom* under the heading of "Societies." There is no gambling about it, but the whole thing is handled in a thoroughly business way. The "head," or promoter of the scheme, gets the whole of the first drawing, by right, and the pool is re-arranged each month until every subscriber has drawn the pool, the difference being that the previous drawers pay the whole of the original stake, whilst the non-drawers pay the stake less the interest on the amount they have already subscribed.

It happens, however, that subscribers die, and others fail to "ante-up" at the necessary moment hence many complications arise, and the "head" is frequently, though not often, let in. Some interesting side-lights might have been thrown on this peculiar phase of Chinese social life had the case been heard.

THE NORTH SEA OUTRAGE.

JAPANESE PRESS COMMENTS.

The *Nichi Nichi* publishes the following remarks on the North Sea outrage:—

Even judging the incident from the point of view most favourable to the Russians, it can only be compared to the action of the cowardly Samurai who struck a stone lantern with his sword, mistaking it for a ghost. But the famous Baltic Squadron, whose mission is to crush the Japanese fleet in the Far East, cannot be believed to be either so cowardly or so careless.

The fact that the Squadron drew up into fighting formation against the helpless fishing-vessels cannot be easily understood, but it is certain that the Russians did not take the vessels for Japanese torpedo boats, as they had sent torpedo craft to reconnoitre them. Their intention must have been either to cause an incident that would prevent them from proceeding in the Far East, being unwilling to confront Admiral Togo's fleet, or to discharge upon the fishermen their anger at British friendship toward Japan.

It is also possible that they wished to bring Britain into the war, for the purpose of avoiding the necessity of surrendering to Japan.

The *Nichi Nichi* comments as follows:—On catching sight of the British fishing vessels in the distance, the Russians sent out a torpedo boat and turned searchlights upon them, to discover their character. Yet after all this trouble, they mistook them for Japanese torpedo craft. Their carelessness can find no excuse. But the fact that, on knowing that they were in the wrong, they left without attempting to rescue the sufferers or notifying the incident to any part of the British coast, is enough to show that the Russians have no knowledge of the dictates of humanity. They also apparently ignored the friendly relations existing between Russia and Great Britain. It is, therefore, only reasonable for the British public to demand that Russia should punish the chief offenders, besides paying full compensation to the sufferers for their losses. As for the Japanese Navy, it would like to meet it out in the Far East and complete the destruction of the Russian naval force once and for all. But, from the point of view of humanity, we cannot but agree with the British Press, that the Baltic Squadron should be prevented from continuing its voyage. It is certain that the presence of the Squadron on the seas threatens the shipping interests of all Powers, owing to the over-excited condition of the officers and crews.

TRADE MARKS.

The *Shanghai Mercury* of 1st inst. says:—

Though the Chamber of Commerce here published some time ago a statement as to the postponement of the enforcement of the regulations of trade marks registration in China yet the Imperial Japanese Consulate General here to-day published a notification in its official organ for notifications, the *Shanghai Nippo*, which reads as below:—Notification No. 19.

The Regulations for the registration of trade marks to be operated experimentally, which had been promulgated by the Imperial Chinese Government, and informed by the authorities concerned, are in force from the 23rd October of this year as provisionally arranged. I hereby notify the same by order. Dated, Shanghai, 31st October 37th year of Meiji (1904).

Masunouke Odagiri, Consul-General.

Though it was understood the enforcement of the trade marks regulations had been postponed for six months from the 23rd October last yet from the above notification it would seem that that is not the case but that the regulations came into force on the 23rd October.

At the meeting of the foreign ministers at Peking regarding trade marks regulations Mr. Uchida, the Japanese Minister, and Dr. Mumm, the German Minister, maintained their respective views and would not give way, and the British Minister, Sir Ernest Satow, is mediating between the two Ministers.

The editor of the *Eastern Times* commenting on the news says: The German Minister argues that (1) the fees for registration are too high, (2) the classification of goods is too minute, (3) Chinese officials do not know how to operate the regulations, (4) the date of enforcement is too soon. However, these reasons given by the German Minister are only the apparent ones and the real reason for the German objection is that all the goods imported by Germany to China are merely imitations of foreign goods other than German and the Germans are using many trade marks similar to the genuine goods and in case the present regulations come into force the German trade in China will be greatly affected and that is the actual reason why the German Minister wishes to postpone the enforcement of the regulations for a year or at least for six months if necessary. Again the German Minister objects to the fact that the regulations have been compiled by a Japanese expert and are more convenient for the Japanese than anybody else. The Japanese Minister maintains the view that the Japanese merchants have already sent in applications which were in the hands of the Chinese Authorities on the day of the operation of the regulations, namely on the 23rd October and the matter cannot be postponed in any case. The affair of trade marks regulations is merely a matter of the internal administration of China and it is not a matter for the interference of the Powers, etc.

THE WAR.

WAR EXPENDITURE.

THE NEXT FISCAL BUDGET.

5th inst.

At a meeting held at the official residence of Count Katsura, the Premier, on the 20th ult., at which were present Count Matsukata, Count Inouye, several Ministers of State and a few high officials of the Treasury, matters relating to the war finance programme were discussed. The *Nichi Nichi* understands that at this meeting the general outline of the programme was decided upon, and that the various measures proposed for the increase of taxation will be fully considered shortly, in order that they may be submitted to the forthcoming session of the Imperial Diet. It is further stated the estimates already presented to the Treasury for the various Departments will be largely amended and that the expenditure for war purposes, together with the ordinary Budget, will total some 1,000,000,000 yen.

In this connection, the *Nichi Nichi* states that the investigations by the authorities with regard to the war funds required during the next fiscal year have been completed, and that the Government appears to have decided to obtain the greater part of the money by means of public loans and the rest by increase of taxation. With regard to the sources of revenue from which the increased taxation is to be obtained the authorities are reported to have decided on the adoption of a salt monopoly, the creation of a new tax on silk and tobacco, and the increase or alteration of the rates of the existing land, business, and inheritance taxes.

To examine whether or not the measures for the increase of taxation, passed by the extraordinary session of the Imperial Diet held last March, are being successfully carried out, our contemporary finds it necessary to produce the following table showing the sum obtainable by the Government as the result of the increased taxation passed by the last Diet:—

As Originally Proposed. As Finally Fixed.

Land tax.....25,943,918 23,936,213

Income tax.....5,287,315 5,287,315

Business tax.....5,036,199 5,036,199

Saké tax.....178,484 178,484

Sugar consumption tax.....7,412,317 8,212,382

Soy tax.....1,138,952 —

Mining tax.....79,115 —

Exchange tax.....532,746 —

Export duty on saké from Okinawa.....5,398 —

Custom duty.....1,779,010 2,330,633

Duty on woollen goods.....2,138,661 —

Duty on oil.....1,115,875 1,238,590

Stamp duty.....3,652,749 3,620,737

Income from tobacco monopoly.....7,061,925 8,466,285

Total.....68,373,440 62,201,879

The increased rates on the above-mentioned items did not come into operation at the beginning of the 37th fiscal year, but some months later. In the 37th fiscal year, however, they will cover the whole year. It is therefore expected that an additional income of 10 million yen will accrue to the Government from this source in the coming fiscal year.

At present the revenue from the land tax is producing the exact sum calculated in the Budget, while that from the income, business, woollen fabric, kerosene oil, and saké taxes shows an increase compared with the original calculation. The import duties on sugar and kerosene oil, however, have so far failed to produce the expected sum, owing to the fact that large quantities of these goods had been imported prior to the adoption of the new rates.

The income from the tobacco monopoly will reach before the end of the fiscal year the sum mentioned in the Budget. In connection with this monopoly, the Government is expected to carry out the monopoly of cut tobacco from next year and hopes to be able to augment the revenue obtained from this source to 24 million yen.—*Japan Times*.

A RUSSIAN SPY.

HIS HEROIC DEATH.

It was about twilight on September 29, a Japanese soldier camped in the neighbourhood of Yantai was cooking his supper, when a man, writes the *Japan Times*, attired in a Chinese farmer's clothes and hat, happening to pass by, the soldier asked him to bring some fresh water. Far from complying with the request, the man took to flight. This peculiar conduct aroused the anger and suspicion of the Japanese soldier, who at once pursued the man. He caught up with him and tearing off his hat discovered that he was a Russian in disguise. Five or six Japanese rushed on the scene and the spy was captured. He stated that he was acting under the orders of his superior officer, who had sent him to spy out the Japanese positions, and that at the time of his capture he was returning to his camp. He was a spy and was to be dealt with accordingly.

The following day a court-martial sat to deliver judgment on the Russian soldier, whose name was Vasilie Liaboff. He was 33 years old, and a private belonging to the 28th Chosenbalek Regiment of the 71st Division of the 5th Army Corps, and hailed from Rebejooka, Benjensky District, Russia. He walked calmly into the court and bowed to the judges, the man's action commanding the respect of all present. Major Fukunaka, presiding judge, explained to the prisoner the nature of his crime according to military law, and then announced that the court would deliver judgment. Captain Hamano, one of the associate judges, read the verdict, which, among other things, stated that the accused was a spy apprehended flagrant delicto and therefore was to be punished with death.

When the full meaning of the sentence was explained to him by an interpreter, he said, respectfully but clearly, that he was satisfied, and showed no sign of fear.

It was drawing near sunset when he was executed in a neighbouring valley. He was led into an enclosure by a gendarme. There was a small gathering of the judges, newspaper correspondents, and others. The prisoner asked Captain Hamano, who was also in attendance, for permission to pray. The request was of course granted. When he had finished his prayers, Captain Hamano asked him if he was married and whether he had children. Both of the questions being answered in the affirmative, the Captain told him that he was one of the bravest and most honourable soldiers of Russia. His loyalty to the Tsar was unequalled. The interests and the law of Japan, however, demanded his death. But the Captain, in his private capacity, admired his bravery and deeply sympathized with him on his misfortune in being deprived of life, leaving his beloved wife and children at home. If he had anything to leave or communicate to his people, the Captain would gladly undergo any trouble in order to fulfil his desire.

The encouraging words caused tears to rise to the eyes of the brave Russian. He said he had nothing to convey to his people. The only thing he wanted to express was his gratitude to the Captain and the only favour he would ask from him was permission to shake hands with him. This was done in the heartiest manner and a few minutes later, Vasilie Liaboff was dead.

DESTROYING THE ENTANGLEMENTS AT PORT ARTHUR.

8th inst.

An engineer named Kawamura Sakui, who is now at the military hospital at Jentsu, has supplied the following account of one of his experiences with the investing Army at Port Arthur to the *Sanshi Shimshu*:—

There were three lines of barbed wire entanglements before the enemy's battery. The first party of storming volunteers, consisting of twenty men, destroyed the third line of wire, thirteen of them being killed and three severely wounded. A second storming party, also of volunteers, was then formed, consisting of seven men, including myself, under the command of a non-commissioned officer named Hosoi. The night was extremely dark and the absolute stillness of the atmosphere was very impressive. We all covered ourselves with green branches and leaves and proceeded on all fours, keeping as close as possible to the ground. The Russians were busily searching for any signs of an enemy by the means of searchlights and fire works, but they failed to find us. We succeeded in reaching the second line of entanglements, and destroyed it, and, as we had then discharged our duty, we might have returned, but, mustering up all our courage, we determined to attack the first line also. To our great surprise, we found that the slope which we had to climb was defended by large numbers of mines and pitfalls. As it was dangerous to crawl among these, we endeavoured to cut off the blasting lines. With the greatest possible effort, we succeeded in destroying twenty, although, having no shears, we were obliged to gnaw them apart. I, myself, gnawed off four of them. Each of them consisted of twenty-four slender wires, enveloped in rubber, making the line about as thick as a thumb. So, as you may suppose, all my teeth are damaged. As for the pitfalls, I took off my white waist cloth, tore it into pieces, tied the latter to small sticks which we carried, and fixed them on any pitfalls I discovered, with a view to warning the troops who were about to follow us. We were able to reach the first line of entanglements and returned in triumph.

MUKDEN.

8th inst.

A private letter from Mukden, dated the 8th ult., says that after fierce fighting for about a fortnight, in which the Russians have suffered very severely, both sides were reported worn out and fortifying themselves against attack. But it was not thought that the Japanese were likely to rest very long in inaction in their trenches, while it was considered quite possible that their movements were somewhat dependent on the news from Port Arthur. People in Mukden had no doubt about the outcome. The city was over-crowded with thousands of refugees, utterly destitute.

Tokio, 2nd November.

General Oku's left was engaged with a large Russian force at Litajintun and Hanantai on the 30th of October, and repulsed them with heavy loss, while the Japanese only suffered slightly.

The Japanese also occupied and burned a village near Chanlianpao.

THE OPERATIONS AT PORT ARTHUR.

Tokio, 2nd November.

The official bulletin shows that on the 24th of August last, namely, six days after the first general attack and the capture of two forts, the Emperor granted a rescript appreciating the hardships the investing army were undergoing in the great heat of the summer, and expressing his confidence in their bravery.

A severe bombardment with siege and naval guns was begun on the 19th of September, and among others the Kurepalkin fort was occupied on the 20th of September.

A continuous attack was made on the 203-metre fort, which was abandoned on the 23rd of September.

The dum dum bullets used by the Russians did much injury to the Japanese on the 12th of October.

On the 13th of October the reservoirs supplying the Russians were cut off.

General Stissel is reported to have picked out the most desperate fighters (for the final defence).

The last general assault was opened on the 26th of October.

The Japanese occupied on the 30th ult. the so-called "P" fort and two subsidiary forts in front of Erlungshan, also on the same day subsidiary forts on the east front of Kikuanshan.

To-day seems rather quieter, but the prospect of the early receipt of news of the fall of the fortress is assured.

JAPAN INSISTS ON NEUTRALITY.

Tokio, 2nd November.

Japan has made representations to France and Denmark, and has given a warning to Spain.—*N. C. Daily News*.

THE PUNISHMENT OF REFRACTORY PRISONERS OF WAR.

IMPERIAL ORDINANCE.

The following Imperial Ordinance, providing the measures to be taken for the punishment of refractory prisoners of war, has been issued:—

1.—A prisoner of war who shall have offered resistance or committed outrage against persons taking charge, guarding or escorting such prisoners shall be punished with imprisonment with labour. Offences of a venial character shall be punished with imprisonment without labour for terms ranging from six months to five years.

2.—When a number of prisoners of war shall have entered upon a conspiracy and committed the offences specified in the preceding Article, the ringleader shall be punished with death and the others banished for certain periods. Light offences will be punished by imprisonment with labour.

3.—When a number of prisoners of war shall have entered upon a conspiracy to escape, the ringleader shall be punished with banishment for a period, but an offence of a serious character shall be punished with death, while accomplices will be imprisoned with labour. Light offences of this character will be imprisoned

the column succeeded in carrying the Russian position at 9 o'clock in the morning. In this fighting about 800 officers and men, including Colonel Yasumori, were killed or wounded. General Marui was struck in his right leg about 7 in the morning. The Russians opposed to the Japanese were the 37th and 55th Divisions, newly arrived from Europe.

## A RUSSIAN BOY HERO.

The St. Petersburg correspondent of the Paris *Petit Journal* tells the story of a boy of 13, named Nicolai Souyeff, who is known as the hero of Port Arthur, and has been decorated three times for carrying messages to the Russian headquarters, having risked his life in penetrating the Japanese lines.

The first time he left Port Arthur he had to remain hidden 48 hours without moving, as the Japanese were searching the ground he had to cross with their searchlights, and the ground was too open to be crossed in the daytime. He was afterwards able to proceed on his way, arriving at Tashichiao where he took the train for Liao-yang, finally delivering the message from Gen. Stosel to Gen. Kuropatkin, who was so delighted with him that he immediately conferred on him the Cross of St. George.

On returning to Port Arthur young Souyeff was captured by the Japanese, but managed to escape, jumping on a bare-backed horse, though he was wounded in the shoulder by a bullet while galloping away. On his return Gen. Stosel again decorated him for his plucky escape.

No sooner was his wound healed than the young hero made another sortie, and succeeded in penetrating the Japanese camp, which he thoroughly explored, taking away with him the breech of a Japanese cannon, in order to prove that he had really visited the spot, and that his information was correct. For this exploit he received still another decoration.

## KUROPATKIN'S TROOPS.

## JAPANESE OFFICIAL ESTIMATE.

The Tokio Headquarters Staff has issued the below estimate of the forces commanded by General Kuropatkin in the battle of the Shaho: First Siberian Army Corps under Lt. General Stackelberg; consisting of Division I (Major General Gerun-gross) and Division II (Major General Kondratovich) of East Siberia Rifles; 21 battalions and 8 batteries.

Second Siberian Army Corps (commander uncertain), Division V (Lt. Gen. Alexieff) of East Siberia Rifles, and Division I (Major General Morozoff) of Siberia Reserves; 28 battalions and 8 batteries.

Third Siberian Army (Lt. Gen. Ivanoff); Division III (Lt. Gen. Kastilinsky) and Division VI (Lt. Gen. Daniloff) of East Siberia Rifles; 21 battalions and 8 batteries.

Fourth Siberian Army (Lt. Gen. Sarabaieff); Divisions II and III of Siberia Reserves (Lt. Gen. Reusevich and Kotskevitch); 32 battalions and 8 batteries.

Fifth Siberian Army (Lt. Gen. Danbolsky); 55th and 71st Divisions of Reserves (Lt. Gen. Wouoroff and Ekku); 32 battalions and 12 batteries.

Sixth Siberian Army (General Zaboloff); 55th and 72nd Divisions of Reserves (Major-Gen. Raiching and Baranoffsky); 25 battalions and 12 batteries.

Tenth Army (Gen. Serchenichsky); 9th and 41st Divisions of Reserves (Lt. Gen. Hershman and Lt. Gen. Mao); 32 battalions and 14 batteries.

Seventeenth Army (Gen. Bidering); 3rd and 35th Divisions of Reserves (Lt. Gen. Ivanushka and Lt. Gen. Dobruschnisky); 32 battalions and 14 batteries.

First Army (Gen. Maendoff); 22nd and 27th Divisions of Reserves (Lt. Gen. Affandovich and Chekmareff); 32 battalions and 12 batteries.

In addition to the above there were: 2 Regiments of picked Moscow Infantry—8 battalions, 4 batteries of the East Siberia Brigade and 4 of the East Siberia 1st Brigade.

Five regiments of field mortars and 2 batteries. Five batteries of horse artillery and 5 of mountain artillery, one battery of siege guns and one independent battery of eight guns.

Total 276 battalions, 122 batteries and 173 "soviats" of cavalry in addition.

The whole numbering about 200,000 infantry, 26,000 cavalry, 950 guns.

The estimate of the numbers is based upon the very low allowance of 700 men per battalion.—*Korea Daily News*.

## SHIPPING NEWS.

During the year ending June 30th, 9,672 merchant vessels, registering nearly 171 million tons gross held licenses assigned by the Committee of Lloyd's Register.

Ninety and twenty-five new merchant vessels were registered during the past year, their gross tonnage amounting to 1,079,045 tons. Of these 81 were steamers, and 44 sailing vessels. All these vessels were constructed under the direct supervision of the Surveyors to Lloyd's Register. Sixty-nine per cent. of these vessels were built for the United Kingdom, the balance for foreign and colonial owners.

The relative extent of the employment of steel, iron and wood for shipbuilding purposes in England, is illustrated by the fact that about 99.8 per cent. of the tonnage classed in 1903-4 was built of steel; 94 per cent. of iron; and 14 per cent. of wood.

Seven new steamers were built during the last year especially for carrying petroleum in bulk, six of which are intended to burn liquid fuel.

It may be noted that 36 steamers of over 5,000 tons each were classed in the last twelve months, and six sailing vessels of over 2,000 tons each. The largest of these steamers were the

| Ship             | Tons   |
|------------------|--------|
| Mongolia         | 13,639 |
| Keelworth Castle | 12,975 |
| Armadale Castle  | 12,973 |
| Macdonia         | 10,512 |
| Marmora          | 10,509 |
| Pannonia         | 9,851  |
| Mongolia         | 9,505  |
| Moldavia         | 9,500  |

The largest sailing vessel was the *Italia*, 3,109, Italian owners.

In the last year Lloyd's surveyors tested 655,333 tons of ship and boiler steel, and 295,601 fathoms of cable and 7,322 anchors.

There are at present 293 members on the staff of Lloyd's surveyors.

Much public interest has been taken in the two turbine steamers which are to be built for the Cunard Steamship Company under agreement with His Majesty's Government; and it may be stated that the committee of Lloyd's, in response to a request from the Cunard Steamship Company, authorised Mr. James T. Milson, the Society's Chief Engineer Surveyor, to serve on a committee appointed by the Cunard Company to inquire into the advisability of adopting turbine machinery for the vessels in question.

Experiments have been carried out with a view to determining the efficiency and relative advantages of certain structural arrangements and attachments in ships. In the course of these experiments the advantage of fitting in special plates to girders under beams has

been clearly shown, and the strength of the various forms of girders now commonly adopted to support the decks of vessels has been investigated. Among other results of the experiments, it may be mentioned that the relative efficiency of certain methods of construction as regards side stringers has been ascertained, and that the effect of fitting double reversed frames upon the attachment of the frames to the shell plating has been definitely determined.

In order to place the valuable results of these experiments at the disposal of shipbuilders, ship owners, and others, the Committee are publishing a full report upon the subject.—*Lloyd's Report*.

## NEW TERRITORY NOTES.

## H.E. THE GOVERNOR VISITS TAI PO.

(From Our Own Correspondent.)

Tai Po, 11th November.

On Sunday last His Excellency Sir Matthew Nathan, K.C.M.G., accompanied by Captain Smith, aide-de-camp, visited the New Territory, going out informally inspecting the New Road to Shataukok. He visited the Shataukok Station, and appeared to be much interested in the conditions of the districts visited. In the evening His Excellency returned to Tai Po, and remained the night returning to Hongkong on Monday morning.

**THE RICE CROP.**

An excellent rice crop is being harvested now. It is a very plentiful crop, and of the fullest for many seasons. From the absence of rain the grain has attained rare size and is of a good colour. Owing to the fulness of this crop the price of rice in the market has fallen considerably, and was never cheaper than at present.

**OYSTER FARMING.**

The oyster season has now commenced, and Deep Bay presents a busy scene now, owing to the numbers of natives occupied in gathering the oysters, and sending them in to Hongkong daily by launches.

## CLUB LUSITANO.

Members of the old-established and popularly known social rendezvous of the Portuguese community in Hongkong, under the presidency of Mr. J. L. de S. Alves, chairman of the committee, were "at home" to their friends between 5 and 8 p.m. yesterday. The afternoon was made the occasion of a five-o'clock tea party, and the large gathering of members and their friends testified to the popularity of a function which gave enjoyment to one and all who were present. Quite a number of ladies graced the party with their presence. Dancing was indulged in to the exquisite music rendered by the combined bands of the Portuguese Philharmonic Society and the Filipino amateurs. A special feature of the musical programme during the afternoon was a "Cello solo, with violin accompaniment, rendered with extraordinary technique by a Filipino gentleman, whose brilliancy of execution was received by the music-loving community with a spontaneity and sincerity of enthusiasm such as can be tendered only by an appreciative auditorium.

While providing ample attraction to Terpsichorean in the faultless hall of the Club-house, the committee were not unmindful of others who might prefer a mild mental relaxation in the card-room. This apartment had its patrons as well as the invitingly cool bar in the spacious dining-room with its plentiful provision of champagne and claret cups and iced drinks. Yesterday's "at home" was an all-round success, and the hospitality of committee-men and members alike was generally and favourably commented upon.

## REVIEW.

## "CHINA'S BUSINESS METHODS AND POLICY."

This is the title of a work on China commercially and generally, published under the direction of Messrs. Kelly and Walsh, Limited. From the pen of Mr. T. R. Jermain, ex-Consul General for the United States in Shanghai, and formerly in Japan, the work possesses many features of more than average interest, but it cannot be said to have cast any great light upon the intricacies of the subjects it is ostensibly supposed to treat. The historical portions, and the chapters dealing with the general customs of the Chinese, are of such an ancient and well known character as to disarm anything in the nature of criticism, though the old, old truism are re-told with fidelity and in some cases with commendable conciseness. The real object of the book is manifest, viz., to point out ways and means of expanding American commerce in the great Celestial Empire. Mr. Jermain does not hesitate in some of his more unwarranted tirades in favour of American commerce and pushfulness, to mark the superiority of Manila and other Philippine Ports, to say nothing of the somewhat outlandish Honolulu, over our own modest port of Hongkong as more convenient centres of distribution in the control of the Pacific Trade. That this is very likely to come to pass, remains as the gaudy fancies of his own imagination. In addition to publishing numerous statistics, mainly for the current year, the author, or should we not rather describe him the compiler?—dabbles into many subjects outside the alleged scope of the work, for we fail to see how German progress in Africa can have any reasonable bearing upon China, her business methods, or her policy. The book abounds in crudities of this description, and whilst it may be useful to a certain section of American manufacturers, not one jot or tittle is added by the volume to existing literature on the vast and absorbing subject with which it proposes to deal. The book is well printed, and the publishers, at any rate, are to be congratulated upon their share of the work.

## PILOTAGE IN HONGKONG.

A Marine Board of Examination for pilot certificates was held at the Harbour Master's office to-day, when four candidates presented themselves for examination. Two of the candidates failed to satisfy the examiners, but the other two passed; they were Captains Morgan and Major. The number of licensed pilots now in port is eight Europeans and one Chinese. No other examination will be held until the beginning of next year.

We are informed from a reliable source that out of the number of the licensed European pilots, some have formed into a syndicate and acquired a sailing craft for use as a pilot's cutter outside the waters of the Colony, to board incoming vessels in the early hours of the morning. It is said that to such an extent has the suggestion of steamship companies been promised the European pilots that they will be divided into two batches to proceed North and South, respectively.

## LEPER RELIEF FUND.

On the 2nd inst. we printed a letter over the signature of Dr. Andrew Deattie in behalf of the lepers of Canton. That gentleman wrote: "The cold weather is near at hand and when it comes there will be much suffering among the lepers. Every year many die from cold and hunger. During the coming cold weather there will be a repetition of the conditions of last year. Many will be without food and with insufficient clothing. I shall be very thankful to any one who will help me this year to make life a little less miserable to these afflicted people."

Dr. Deattie requests us to acknowledge the following subscriptions:—  
"A Friend" (Macao) ..... \$30.00  
Rev. G. H. McNeur (Canton) ..... 10.00  
B. H. N. .... 10.00

## THE PROVINCIAL COLLEGE AT KWEILIN, KWANGSI.

Although for some time there has been a Provincial College in existence in this city, to the exact date 1899, it has hitherto occupied buildings of a more or less cramped nature, and the actual class rooms and lecture halls were insignificant in size and fittings, but this has now been changed, under the energetic and progressive lead of the new governor of the Province, Seng Taotai, a native of the Fukien Province. About four or five months have been occupied in the alterations. Mr. Li, the teacher of English, also a native of Fukien, has acted as architect, and certainly the results do him credit. Throughout the work has been personally supervised by Seng Taotai, who has modelled the College upon the lines of the Japanese institutions, which he personally inspected during a three or four months' residence in that country.

The work was completed about the 18th of August and opened by Viceroy Tsen on the 21st. The following day, I with my colleague, the only two representatives of the missionary staff in the city for the women, were invited by the governor of the College to pay a visit of inspection. We were met at the entrance by the really fine new entrance to the buildings; these I might say are built on the bank of a branch of the Cassia River, and thus lend themselves more readily to the builder's art. A row of trees has been planted along the front, and a good stone parapet running along the river bank puts a finishing touch to a good promenade. The entrance is wholly foreign in nature, the gate itself is about eight feet high and is a fair copy of a foreign open-work gate, and is flanked by iron palisades. A broad cement path, with flowers and shrubs on either side, leads up to the door under the clock tower, which is the entrance proper to the school buildings.

On the right and left are nice rooms with glass windows. One room is for the sale of books for the students, another is for the College treasurer. Opposite the entrance door is a fine building, built in foreign style, and having glass windows and doors. This is the reception room, and here we were received by the genial "head," who seized our umbrellas as we entered and promptly deposited them in a stand just inside the door, and then conducted us to delightful easy chairs, in the middle of a really handsome room, one which would compare favourably with many modern drawing rooms. This we were informed had been expressly fitted up for visitors. The furniture was good, the floor was covered with a carpet of English manufacture, which must have cost at the lowest estimate quite \$150. Altogether the room had a dignified and luxurious aspect.

We found Seng Taotai an exceedingly interesting and entertaining man of about thirty-five years of age; he was dressed plainly and received us as one who is accustomed to foreigners. He very soon displayed a photo of himself and two sons, who are students in Japan, dressed in European dress, of which he seemed to be very proud. We had refreshments in foreign fashion, with a punch brought from Hongkong waving over our heads. During this time we had a very nice chat with our host and two of his assistants.

Our inspection of the buildings was interesting. First there were the teachers' rooms; light, airy, and comfortable rooms they are too, and in comparison the students' rooms are poor; for one room, not very large, has to accommodate four students. These latter rooms are built in long rows, with a small strip of courtyard separating them, in which are planted bananas, which, however, never produce fruit in Kweilin, it being too cold.

On a level with the clock in the tower, which clock by the way is two clocks with fairly large faces, a two faced clock being unobtainable, there has been constructed a cement promenade, about twenty feet from the ground. This commands the entrance and from it a splendid view is obtained of the river and the Peak, and other mountains in the distance. From this tower proudly floats the dragon flag, which by the metamorphosis now taking place in China, is gradually rallying round it the patriotism of the "Young China" party.

The next building which attracted attention was the lofty auditorium which contains desk accommodation for 200 students, and a good rostrum for the lecturers, and behind that a good gallery which is to be placed at the disposal of any visitors who care to attend the lectures given. The seats in this gallery are covered with cushions like those of a railway carriage. Underneath the gallery is the laboratory for the chemistry students.

Our next visit was to the fine dining hall, which is arranged for two hundred men, eight at a table, in correct Chinese fashion. The building which surprised us most, however, was a long low erection, divided up into small compartments. These are the bath rooms of the College, no less than forty in number. These rooms are built upon a platform, and the water runs out of the bath into a drain underneath, which carries it to the river I suppose.

Then there was the drill ground in which the students have to exercise every day, and beyond that a garden is to be laid out, for the benefit of the students in botany. At the end of the drill-ground swings are to be erected for the juveniles of whom about forty are in the college. As we were completing our round we passed a house which was still in the carpenter's hands; this we were told was to be the sick ward of the school.

Time fails to tell of the students' Common Room, the class rooms, and the gymnasium. Suffice it to say, that though there are many things that are still crude in the place, yet as looked round that fine pile of buildings, with such potentialities for the future, one could not help marvelling and wondering somewhat, "whereunto this thing would grow."

A word about the students. They are composed of about 165 young men, and forty boys, the latter ranging from twelve to sixteen years of age. All have to agree to stay for four years. They are allowed their rice and two suits of clothes a year. The clothing is of a kind of uniform, and is in foreign style. At present they are wearing white duck suits, black socks, and semi-foreign shoes, and foreign-shaped straw hats upon the bands of which and on the jacket collar is worked the name of the College. The men are chosen by examination, but the boys are the nominees

of officials. The course consists of some of the usual Chinese subjects to which are added trigonometry, chemistry, botany, Japanese, and English. I am not sure if this is a complete list, but I think it can call to mind, at present, the subjects I have mentioned. And I am not sure if I have mentioned all the subjects, but I think I have mentioned the subjects I have mentioned. And I am not sure if I have mentioned all the subjects, but I think I have mentioned the subjects I have mentioned.

After a very pleasant time spent in the school we said goodbye to our genial host, and we left very much impressed with the fact that this is moving, even in the province of such affliction and ill repute.—*M. C. D. News*.

## MANILA NEWS.

(From an Occasional Correspondent.)

Manila, 5th November.

The Philippine Commission has passed an order whereby the Railway Company having the right of way, can appropriate the land over which its lines lie, at the actual value, in order to facilitate the construction of its further lines. The railway company much talked about now develops into a case of assault. There was no robbery.

The work on the new street car lines is progressing, and it is expected to start running in about another three months. Many of the streets have been paved with wooden blocks, specially imported from Australia. As soon as the street cars are in operation, the company intends to erect special amusement pavilions and grounds at the Pasay race track, something on the same lines of those at Corey Island, New York.

Everybody here is anxiously awaiting the result of the election, as it is believed, with Roosevelt's re-election, a new wave of prosperity will flow over the Philippines.

Mr. Burlingham Johnson, formerly consul for the United States at Amoy, and of street-car fame, has secured the concession of a large tract of timber land in the island of Negros, and a modern logging plant and a saw mill are now in course of erection.

Murphat gold fields seem to be coming up. More than \$100,000 gold have been sunk in the land, and the S.S. *Morgolia* is bringing out a new stamp and crushing mill, and a dredger.

Governor Wright in addressing a meeting at the Marble Hall at the Ayuntamiento, specially addressing himself to the Filipinos, told them it was idle for them to talk about or expect independence, and advised them first to get out of debt and show what they could do.

A sum of \$1,000 gold has been appropriated to beautify the city of Manila, and the waste ground outside the walls of the old city is being levelled up and transformed into a People's Park, while over a thousand trees have already been planted along its length on the road side.

There is very little Mexican coin remaining in the islands, and the Commission have now passed an act to the effect that anyone desiring to handle Mexican money, after the first of January, 1905, must pay \$20 gold for a licence to do so. Everybody generally refuses Mexican coin, and merchants will only accept it at a heavy discount.

The S.S. *Leopold* had a break-down on her last trip from Hongkong to Manila, and was consequently nine hours late in arriving here.

## SIR THOMAS SUTHERLAND.

## A CHARACTER SKETCH.

The chairman of the Peninsular and Oriental Steamship Company is the subject of a sketch in the current number of the *Magazine of Commerce*. Sir Thomas was born in Aberdeen in 1834. He equipped himself for a career at an early age by taking a high school in his native city. But, believing in the maxim that Scotland is an excellent place to be born in and a desirable place to get out of, he exchanged the city of granite for the shores of the Atlantic. Joining the service of the Peninsular and Oriental Steamship Company as a junior clerk, the young Aberdeen man manifested such grit, coupled to keen intelligence, that while yet under twenty years of age he was sent by the office to London, where he reached in time for the turn of the Mutiny. Sir Thomas did not go through the Mutiny in a fighting sense, but he was in touch of that terrible anguish of the heart and the soul of Great Britain at home. He witnessed the arrival of reinforcements for the front, and he assisted in their clearance from the P. and O. transports. At this time there existed no telegraphic communication with London; every despatch was sea-borne. Nor was any ship under steam propelled at more than eight knots an hour. Practically the development of the fleet the company owes to the courage, foresight, energy, enterprise, and indomitable will of the young Aberdeen man, who was sent East to grow with the fleet, and who returned after years to constitute it one of the wonders of the British Empire. The writer recalls how one day, twelve years ago, he counted seven large P. and O. mail boats lying under steam at Colombo, representing as many stations of the British Empire. They had converged by appointment upon a common rendezvous within an hour of each other. Sir Thomas Sutherland, in the fulness of his Indian services to his employers, left India and went on to Hongkong. He grew with the new colony of Hongkong, and his fleet knitted British interests in the Far East from Aden to the Bay of Bengal, from Galle to the Straits of Malacca, from Hongkong to the Model Settlement, and across to the then hidden mystery of the Pacific—Japan. It is not generally known that Sir Thomas Sutherland is one of the founders of the Hongkong and Shanghai Banking Corporation. To tell the story of Sir Thomas Sutherland's life in London, his services in Parliament, his successive elections, his services, again, on the Board of the Suez Canal, his work in a great round of public matters and Royal Commissions, would need a volume to itself. Sir Thomas was knighted for his Imperial services; he is also a Knight of St. John of Jerusalem, and a member of the Legion of Honour. Altogether it is the story of a great life worthily lived.

## STANDARD TIME FOR INDIA.

Calcutta, 25th October.

The following is an extract from a letter from the Bengal Chamber of Commerce to the Government of India on the proposals for a standard time:—As the result of a reference to various Associations connected with the Chamber, and to the members of the Chamber generally, there appears to be a general consensus of opinion in favour of the adoption of an Indian standard time, upon all Indian railways and telegraphs 55 hours in advance of Greenwich time, and therefore about 9 minutes in advance of Madras time. With regard to the general adoption of a standard time by local committees, there is also a preponderance of opinion, in favour of such action being taken, although on this particular point a few dissentient votes have been recorded. Under the circumstances the Committee feel themselves justified in supporting the proposals, so far as they relate to India, but they are instructed to point out that in the event of the general adoption of a standard time for local purposes, which would involve in Calcutta 3 minutes difference from the present mean time, the question would probably arise as to the expediency of the opening and closing of courts, offices, and half an hour earlier in order to provide that an actual working day shall remain in the same relation, as at present, to sunrise and sunset.

## THE WORLD'S SHIPPING.

## HOW BRITAIN FAVOURS FOREIGNERS.

The following articles contain many statistics which receive every day confirmation in the port of Hongkong that no apology is needed for printing it. Any day of the week foreign ships come into harbour here with decks loads of cargo which a British vessel would never dare to attempt to carry.

It has long been a matter of just complaint among shipowners that the British Government, instead of helping them, hampers them in every conceivable way. Foreigners chuckle when they remember that this same Government, which is passively hostile to its own shipping, is beneficently indifferent to the ships of other nations which use British ports under conditions seriously detrimental to British interests.

The British shipowner finds himself enmeshed in a net of regulations, few of which apply in practice to foreign ships using our own ports. The passenger and emigrant regulations now in force date from the year 1855, and many of them were framed during the reign of George III. They are therefore admirable for sailing ships, but absurd for steamers. When they were framed one ship in ten was a steamer.

Even at the present day it is only by virtue of official courtesy that such liners as the great White Star ships and the Cunarders are allowed to carry passengers on more than two decks. To do so is to break the existing regulations in the case of a British ship. A foreign ship has legal sanction to ignore the regulations.

British liners which carry emigrants are still subject to carry six months' provisions for the week's voyage. There is a law to this effect still in force, dating, of course, from the days of the old sailing ships.

The number of passengers that may be carried on a vessel is very unfair to the British owner. Roughly, it may be stated that for every 100 passengers a British ship may carry, a German is allowed to carry 30, and this from our own ports. According to nationality, a ship sailing from a British port could carry the following passengers:—British, 924; German, 1,203; Dutch, 1,158; Belgian, 1,227; American, 1,127. The handicap of the British owner is at once apparent.

Sufficient life-saving apparatus must be provided to carry all persons on board. In the case of a foreign ship these regulations are not enforced. A foreign ship may call regularly at British ports on a regular service carrying British subjects, but the Board of Trade never interferes with its life-saving arrangements, however inadequate they may be.

Again, British ships are subjected to regular and severe examinations as to the condition of lifeboats, life-boats, and other apparatus, but no examination is ever made into the condition of these all-important details on foreign ships that carry British passengers from British ports. No British shipowner objects to the severe regulations made with a view to ensuring the safety of passengers. They all object to aliens having official permission to evade these regulations when they come poaching in British preserves.

A Board of Trade survey has no power to detain a foreign ship, even though he is sure that she is unsafe from her machinery or other causes. Cargo vessels are controlled in a manner still more detrimental to the British shipowner. He can only load his vessel until she is submerged as far as the Plimsoll mark. This is fixed on every British vessel's side, and the Board of Trade surveyors can see at a glance whether or not a British ship is over-loaded. Foreign ships, having no load-line or Plimsoll mark, can overload to the very limits of safety.

A heavier injustice to the British owner is the manner in which a foreign ship can bring cargo on to British ports. The foreign vessel can come in loaded to such an extent that her gunwales are awash, and no one can say anything or do anything. A British captain bringing his vessel into the port loaded below the Plimsoll mark would probably be fined £500.

The effect of this preferential treatment of foreign shipping is that foreign owners can carry more cargo, and therefore accept lower rates than British owners can. The natural sequence is that foreign ships are taking away from us an ever-increasing share of our trade. In 1892, for instance, 71 per cent. of the vessels engaged in the trade of the United Kingdom were British, while in 1902 this percentage had fallen to 65. In the same period the foreign ships in the trade increased from 28 to 35 per cent.

One other glaring instance of preferential treatment for the foreigner is seen in the coasting trade. Vessels of any nationality can carry cargoes between British ports. With only one exception, British vessels are not allowed to participate in the coasting trade of any other important maritime nation. The exception is Germany, which has so little coast that the exception is of little advantage. The United States regulations are very drastic, and it is even proposed to exclude British vessels from carrying cargo between the Philippines and any United States port.

The foreigner sails with a numerically inferior crew, and carries more cargo than she could under British register. He makes her pay at the expense of the British seller. Perhaps the best indication that foreign ships are given preferential treatment in British ports, is the fact that every year an increasing number of British shipowners transfer their vessels to a foreign flag and still continue to sail them to and from British ports.—*H. Tourtellot in the Daily Express*.

## THE MORALISING BANANA.

## AN ALLY OF TEMPERANCE.

There is no question that as the world gets older, it gets wiser. That particular portion of the world in which it is our pride and happiness to live is, whatever the croakers say, daily becoming saner, healthier, cleaner, more intelligent. It is always a difficult thing to persuade ardent reformers and moral cranks of every description to let the slow laws of development take their course, for their eager ambitions unless something is done to force men into paths of rectitude and morality, it appears that they will drift into whatever may be the goal, suggested by prevalent tendencies and evolutionary movements. Premature force, however, is always expended in vain. The real process of moralisation advances by different methods. Firstly, it is better education; partly, it is a greater love of cleanliness. Or, again, it is an improved diet. For instance, there is going on before our eyes, certainly throughout London, and to a large extent in the provinces, a vast change in dietary habits on the part of the democracy. Those who can remember our Metropolitan fifty and fifty years ago will tell us that poor people very rarely ate fruit, and what is the case now? The barrows of the costermongers are full of apples, pears, the cheaper kinds of grapes, and, above all, bananas. The victory of the banana is one of the most remarkable of metropolitan phenomena: in three and a half years half a million more bunches were exported from the Canary Islands and two and a half from Jamaica and Costa Rica. In 1900 the importation was 100 million bunches; now it is 450 million. Every sum-

mer the total leaps up, and, although the price has fallen considerably, it must inevitably go still lower in view of the extending competition. And what is the result of this amazing popularity of the banana? In the first place, men discover that a fruit of this kind quenches their thirst better than fermented liquors; in the next place, the cheaper grades of sweets—those terrible and deleterious concoctions which do so much harm to the digestions of women and children—are driven out of the market. Thus, by a sort of automatic process—which we cannot control or expedite by any formal legislative action—the London proletariat becomes healthier and more sober. We may call it a change of fashion in foods, yet when the change involves so important a discovery as the dietetic value of fruit, it will not suffer the fate of mere fashions and disappear. Men and women not only live, but feel themselves the better for their new diet, and therefore there is less temptation to drink gin or eat sweets. This is the way in which evolution works. A State grows into a kingdom, and a kingdom develops into an empire. Then oceanic commerce brings in the produce of every land. And so, the victorious banana becomes actually an ethical force in the slow reform of the world.—*Daily Telegraph*.

## COMMERCIAL.

## WEEKLY SHARE REPORT.

Messrs. Benjamine, Kelly and Potts write in their report of the 11th inst. as follows:—Owing to the King's birthday and the visit of the Interport Cricket Teams, the market generally has remained inactive, and the business that has taken place has been on a limited scale.

The Hongkong Steam Waterboat Company, Limited, has advertised its fourth ordinary annual meeting of shareholders for the 25th November. The transfer books will be closed from the 25th instant, both days inclusive.

Hanks—Hongkong and Shanghai Banks are firmer and after sales at 595 and 5700 are required for at the higher rate. The London quotation is unchanged at 269. Nationals remain at 330.

Marine Insurances.—Unions have further advanced and have changed hands at 5640. Cabotage have been placed at 3250, and China Traders continue firm at 561. North China have jumped to 115. 914 and are wanted. Langzies can be placed at 510.

Life Insurances.—Hongkong Fife have buyers at 335. China Fife are still wanted at 300.

Shipping—Hongkong, Canton and Macao steamships remain in request at 294. Indo-Chinas are weaker and can be obtained at 3128. China and Manilas have improved to 3124, but are quiet at the rate. Shell Transports have been sold at 237, 236 and 247. Shanghai Tugs (ordinary) have been dealt in at 115. 504 and the preference shares are wanted at 115.

